THE Fisherman

75¢

—THE LONG ISLAND, METROPOLITAN NEW YORK EDITION—

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Volume 20, Number 15

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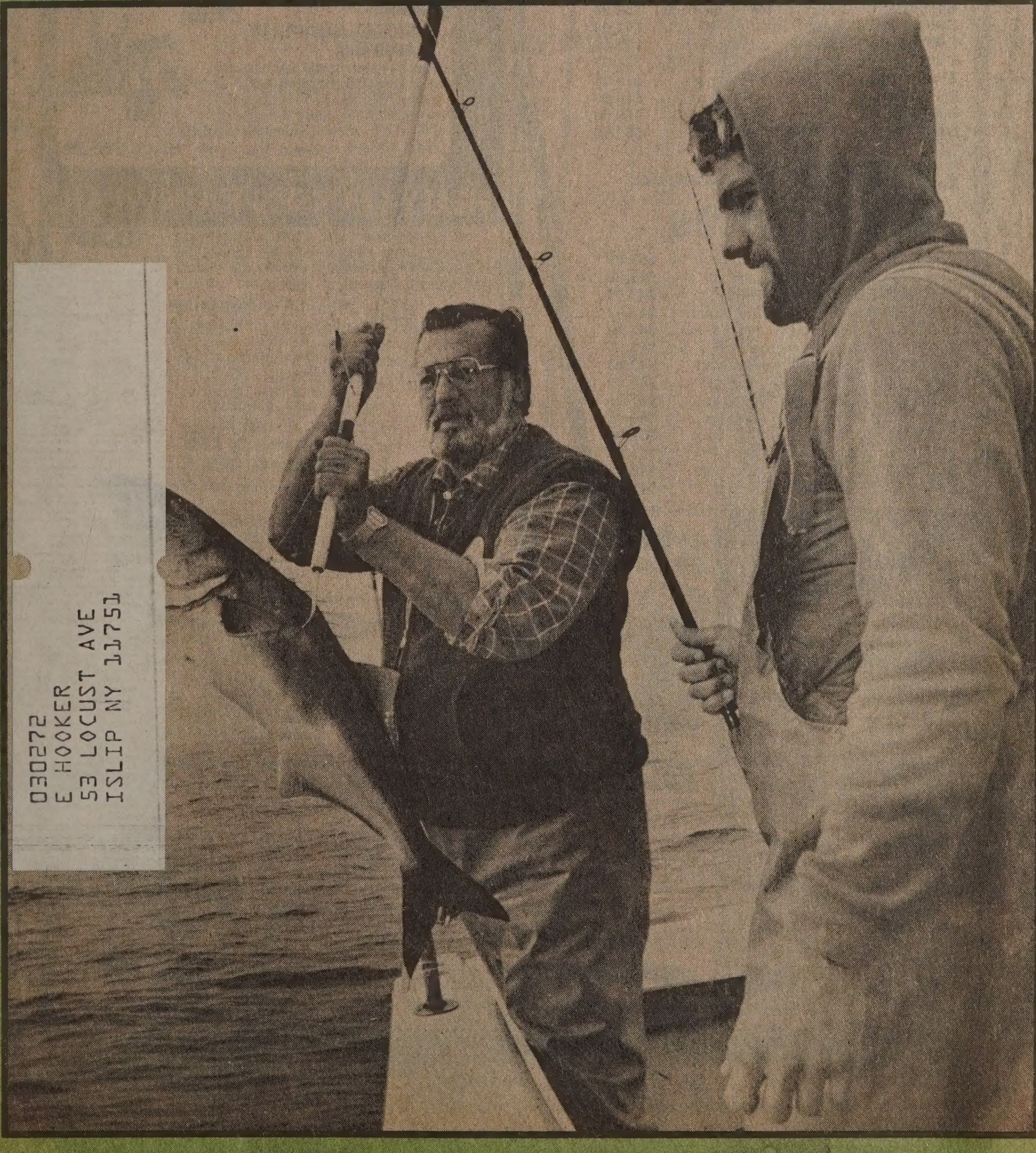

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THE Fisherman

—THE LONG ISLAND, METROPOLITAN NEW YORK EDITION—

Volume 20, Number 15 April 18th, 1985

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ABOUT THE COVER:

Captain Sig Signorelli of the charter boat *3 Sea Sons* does the honors for his son, Captain Frank. The big blue was taken from atop a south shore wreck. Whether you chase blues, cod, sea bass, sharks or tuna, you won't want to miss John Raguso's well researched "Atlantic Wreck Series" beginning with this week's issue. Among the popular wrecks covered in the series will be the Oregon, Coimbra, San Diego and the Reasor. Thirteen wrecks will be covered in all. Cover photo by Dick Mermon.

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Assistant to the Publisher: William A. Muller
Editor: Fred Golofaro
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Contributing Editors: Pete Barrett, Russ Wilson, Tim Coleman
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National Adv. Director: Gary Caputi
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Assist. Art Director: Carolyn Brewer
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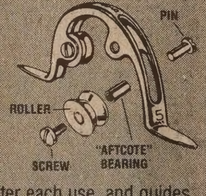

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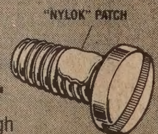

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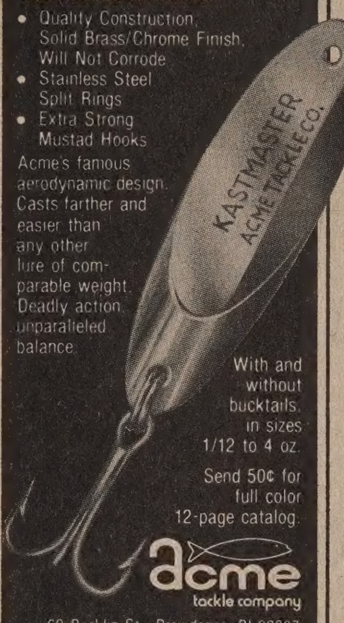

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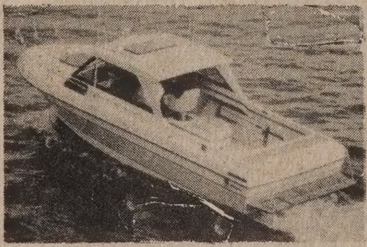

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CHUM LINES

TAKING IT OUT ON THE FISHERMAN

Dear Mr. Muller:

You pushed the 24 inch bass law very heavy in your publication. You said write your congressman, senators, the governor and so forth. But being a western Long Island Sound fisherman, I feel that you fellows had your own interest in mind. You did very little, if anything, to try and stop Westway. That has a direct effect on Hudson River stock which is probably the last resort, the way the southern stock is going. Mr. Muller, don't give me your old line of "calm down and take a valium," quoting you. I believe that you and your close political allies are afraid to make bad blood. Acid rain and farm runoff are the enemies of these great fish in the southern waters.

You also admit the controls of these new laws might be the answer, okay. I'm looking forward for a stupid runaround answer from you. Now I hear a bag limit is in the works. Where were you when the clam chummers at Montauk and all the inlets made killings in the 60s? I think you know what I'm talking about. I was there. The waste was incredible. In my opinion these "trophy striper" fishermen are the worst enemies. There's still plenty of bass in western Long Island Sound. You would have to fish here to really believe the amount. Long Island Sound fishermen have got a raw deal in 24 inch law. *Kenneth Hlavecek*

We sincerely wish to provide a serious and meaningful answer to your letter, but we admit to it being a difficult task for two reasons. First, the clear connotation of your letter is that we're dishonest and evil people. Problem is our friends, relatives, and even ourselves see us as everyday folk. If you're making the point that we aren't perfect, we plead guilty! Second, you write, "I'm looking forward for a stupid runaround answer from you." If so, why did you write in the first place. We believe we offer some of the most direct answers to letters that appear in any fishing publication. Some folks tell us we're too direct and honest. Whatever, we do our best. Now, we comment on your points one by one, given the above limitations. First, we didn't push the 24 inch bass bill. It wasn't our idea and we didn't lead the fight. When the leaders of that movement made great progress and it was clear (via tremendous federal and state data) that the 24 inch bass limit was desirable, we then urged reader support. Our failure to comment on Westway is a result of two factors. First, we have not led that battle either and second, scientific data is inconclusive. We may be wrong, but we aren't infallible and don't pretend to be. We remain open to new evidence and arguments regarding Westway.

Next, I don't have any close political allies. You know how I know that? I have to pay for my traffic tickets, I can't get anyone in my family a political job, and I have to fight like hell for every little politically-related item, event, or problem in the town where I live. Then, I lose virtually all of these battles to try and make the town cleaner, safer, and more responsive. If I had political cronies, I'd pick up the phone and that would be the end of that. Oh, that it would be true of me! You ask where I was when clam chummers were making a killing on bass. I'll tell you! I was fishing on the beach with plugs from the Throggs Neck to Bayville catching a few bass and blues. Incidentally, I still fish the western Sound a lot and have for 20 years, and I'll tell you this. Although, thanks to the success of Hudson River bass, there are more bass there than a few years ago, the fishing can't hold a candle to the 1960s and it's all relative, so we disagree. There aren't "plenty of bass in western Long Island Sound"; just a little better than a few years ago. We're sorry you're so hostile, but of course, you are entitled to your opinion: We all are!

Dr. W.A. Muller.

NOTICE TO MARINERS

Regarding the ridiculous rumors that have been circulating throughout the boating industry on the requirement for obtaining a United States Coast Guard license to carry passengers for hire:

Myths: a college degree is required; working as a mate on a commercial vessel; celestial navigation required; knowledge of anatomy and CPR required; the test takes approximately 4 to 5 days; a 6 passenger license is no longer available. There are many more rumors too numerous to mention.

Nothing could be further from the truth. I am convinced these stupid statements were started by some self-serving individuals who misread Coast Guard proposals and decided that without checking out the feasibility of these proposals had some hot information that they could convey to the public.

The requirements are the same now as they were last year and the year before that. I will be pleased to let the public know when a drastic change or changes are looming on the horizon.

Thank you for your attention to the above. *Capt. Irv Levine.*

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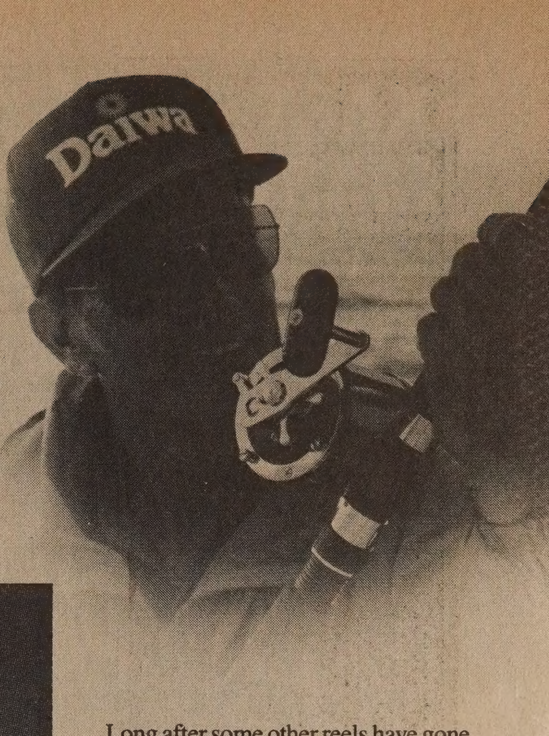

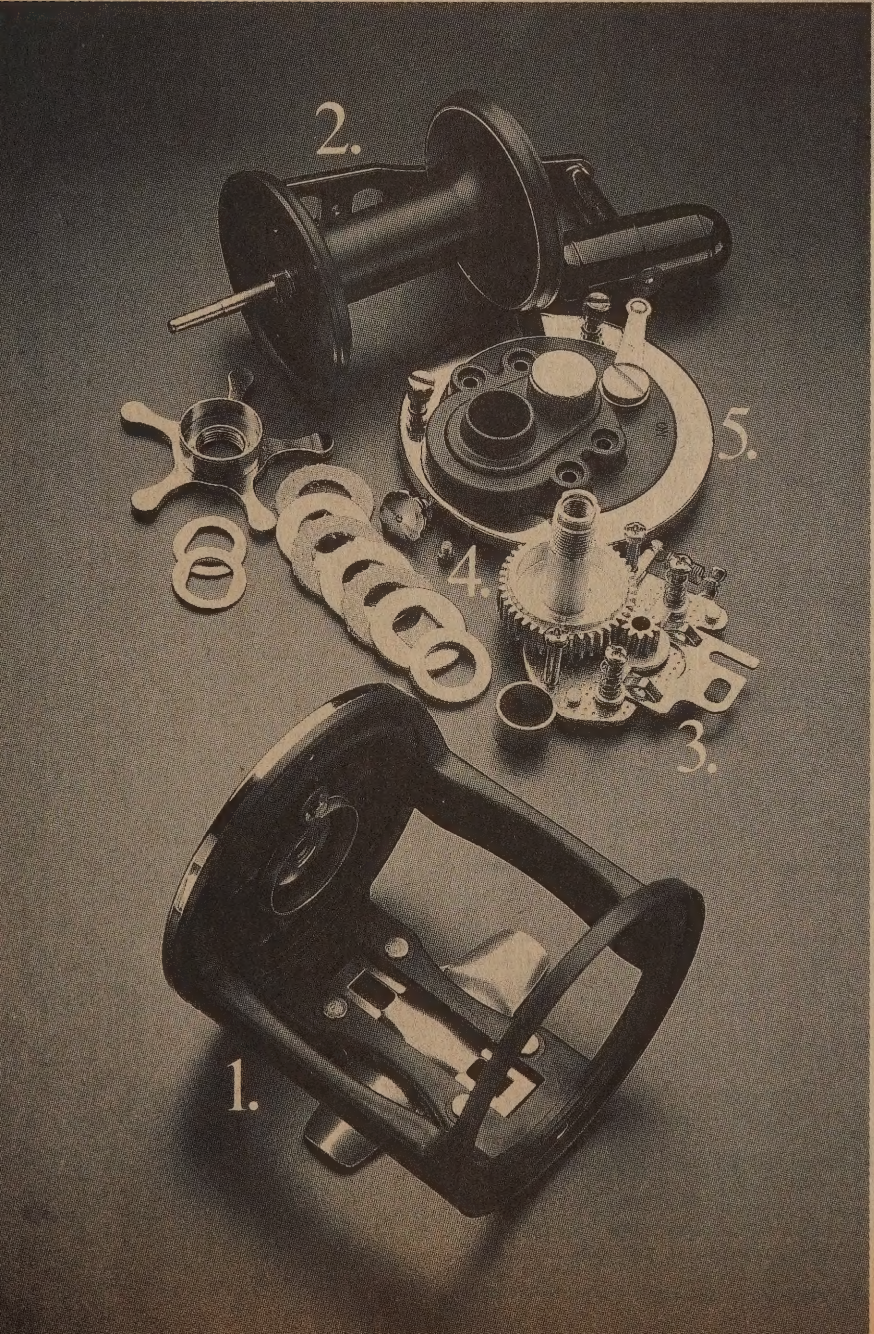

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Coast. His point is well taken and should serve to quell any of those "ridiculous rumors" floating about.

Fred Golofaro

DID YOU GUYS REALLY MEAN THAT?

Dear Dr. Muller:

Awhile back I re-read an article by the late and sorely missed Andy Regina.

It dealt with blackfish and confused me. I have been blackfishing successfully for many years and have twice snatched the pool from Andy on the "North Star" out of City Island.

In the article, Andy said that when fishing wrecks for blacks, to use *one* hook at least 12 inchs above the sinker. I thought that blacks only hit a crab fished directly on the bottom.

To further confuse me, last summer, while trolling a spinner, red jelly worm and large sand worm combo (no lead) off Sands Point, L.I. for bass (daylight) I had a vicious hit. I knew it wasn't a bass. It was a 5 lb. blackfish.

Now you now that without lead, that spinner, jelly worm combo was nowhere near bottom. How come I hooked a blackfish?

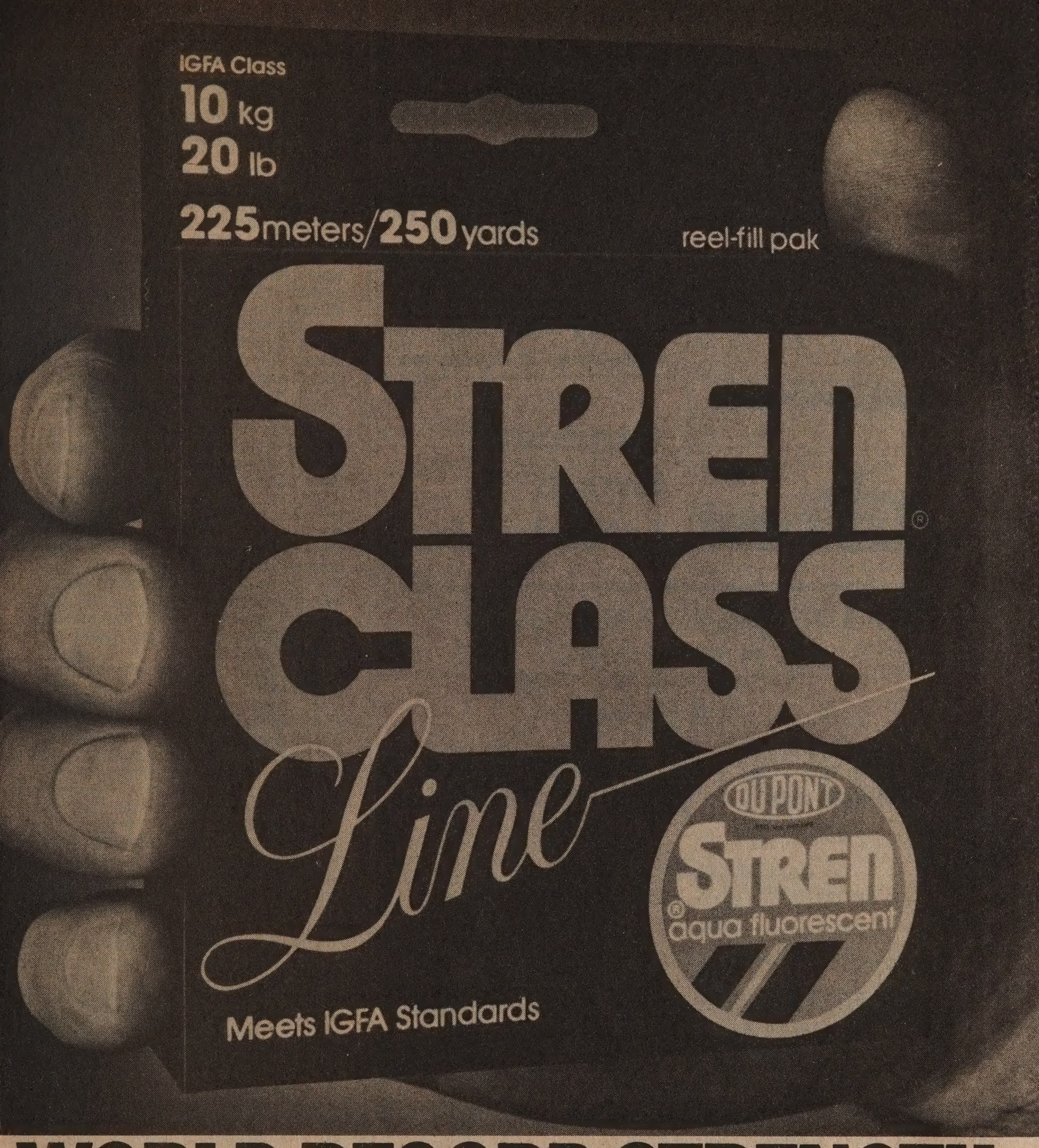
Also, on page 59 of your excellent book "Fishing for Weakfish" you state that rather than fish Hempstead Harbor, you would rather shoot across to City Island (old CBS Tower). Was this a misprint? I have never heard of a weakfish taken at the CBS tower. We have our boat based at City Island and always go over to Long Island to search for weakfish.

Thank you for your time. Your reply will be greatly appreciated and eagerly awaited. Thank you.

John W. Cannelli

Andy is sorely missed by the multitudes who knew him. We're glad you had a chance to know him. Yes, many blackfish rigs call for hooks and bait to be close on the bottom. However, in strong currents and very uneven bottoms we use two hooks and one is about 12 inches off the bottom. This is a most successful rig off Eaton's Neck in the fall. Your experience catching blackfish with jellyworms isn't that unusual either. We caught them from the beach on Eelworms, Whiptails, tins, and even small plugs. Blackfish aren't any different from any other fish; they eat what is most abundant. In recent years that means sand eels and they've been scurrying around sucking in sand eels amongst the bass, weaks, blues, fluke, sundials and flounder. Sure, their M.O. is close to the bottom and still baits, but it is the exceptions that make rules significant—so the saying goes.

About the weakfiksh book. You'll need to remember that the book was published quite awhile ago. Indeed, in those years there were quite a few weaks taken along the Bronx and Westchester shore. I'll admit that in recent years this fishing has died away, but then weakfishing is only a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shadow of what it was ten years ago in all sectors. Dr. W.A. Muller.

TIPS FROM A READER

Dear Fred,

The reason I am writing you is that over the years I have gleaned much information from your magazine and this past summer I have been doing some things which proved for me interesting and rewarding fishing. I would like to share them with your readers, if they don't already know the following:

1. On my travels for my job, whenever I get along the coast of different states, I like to stop in the tackle shops and buy lures, riggings, etc., which I have not seen or used before. I am always looking for that magic gizmo which will cause the fish to jump into the boat. Well, this year I found something that worked real well for fluke fishing. It is called a Carolina Cork. It is a cigar-shaped red styrofoam cork which I put on a 3 foot leader with a 3/0 hook. Fresh shiners seem to work the best, but all other recognized fluke bait also worked. The way you worked the cork was to have everyone in the boat set it at a different point along the 3 foot leader until the right location was found for that day's conditions.

2. On the North Shore, when fishing for snappers from the beach with small Kastmasters and Hopkins, if you don't retrieve them quickly, they sink to the bottom and get caught on the rocks. The other problem is that you can't cast out far enough when the tide is in. This summer I solved both problems by using small wooden dowels cut down to weigh in at about 1 or 1½ oz. and placed some small brass screw eyes at each end. One end goes to the line, the other to a small 2-3 foot leader, depending on how deep they are running. I found this combo to be a real killer.

3. Rusty hooks and tangled leaders have always caused me great pain. The solution I found was to use small, medium and large ziplock plastic bags to hold the individual items. This made it easier to see the item, keeps hook from getting wet and everybody had a bag to put the terminal tackle or lure back in at the end of the day.

Enclosed you will also find my check for $17.50 for a year's subscription since the store where I usually walk to get my copy closed down and I will have to get lazy and have the mailman deliver it. *Walter Dany.*

Dear Walter,

Thank you for sharing your newly found knowledge with other Fisherman readers. I'm sure they, as well as members of the staff, will benefit from your experiences.

Also, we are glad to have you as a subscriber. You didn't get lazy—only smart. By subscribing, you have saved yourself twenty dollars over newsstand prices. Good fishing in '85.

Sincerely, Fred Golofaro.

PASS IT ON

ADULT BOATING SAFETY COURSE OFFERED BY FLOTILLA 12-5

Flotilla 12-5, USCG Auxiliary, College Point Unit, is offering its Spring 1985 Basic Seamanship and Boating Safety Course for adults ages 18 and over. The course will be comprised of 6 sessions plus an optional certification test. The certificate will be honored by most insurance companies for a policy discount.

The course will start on Tuesday, May 7th, 8PM sharp—and each Tuesday thereafter. It will be held at Flotilla 12-5's headquarters in the Mayers Boatyard Marine, 20-08 119th Street, College Point, NY. The Marina is at the foot of 20th Avenue.

Course fee is $17.50 per person plus required course book $7.50—both payable at time of registration.

Flotilla 12-5 has been offering these courses for the past 28 years and has U.S. Coast Guard Auxiliary instructors who are highly qualified. The sessions will have both lecture periods and visual aids backup to make each evening's subject more interesting.

The course is programmed for both new and aspiring boat people and boat owners seeking well grounded education in safety, boat handling and basic seamanship. Flotilla 12-5 encourages family participation at its courses because of the special emphasis they place on the entire family's knowledge of safe boating for enjoyment.

For further information, contact the Public Education Officer Ron Werner, 718-347-2727, days 9 to 5.

EASTERN LONG ISLAND BOAT SHOW

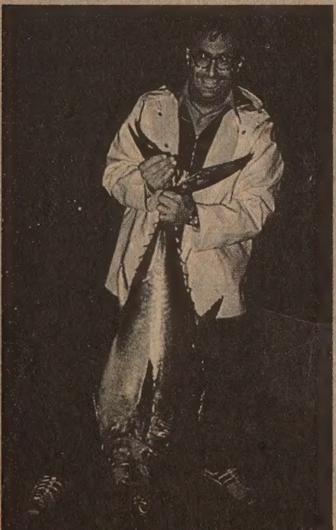
Soon the banners will be flying, the tents will be up and the slips will be full at the Suffolk County Marina in Hampton Bays. The county-owned mooring spot, adjacent to the Meschutt Beach on the northeast side of the Shinnecock Canal, is once again the home of the AMI sponsored Eastern Long Island Boat Show.

Onver 100 boats from 8 to 40 feet will be on display both on land and in the water. In addition many marine supply and service companies have taken space in the show. ''Over four thousand people attended the first show which was held last year,'' stated Dave Strong, AMI show co-chairman. ''This year we have more exhibits, more boats, and an increase in the number of public interest items at the show,'' said Dave.

''Every available slip is filled and the increased land space is almost sold out said Victor Levy who is the other AMI co-chairman for the boat show. ''We have moved the dates to April 27, and May 4, 5 to avoid the conflict we had with Mother's Day last year,'' said Vic.

Almost all the boat brands which are popular on Long Island are represented at the show, along with some unique boating products. Sea Tow International will have a booth to explain their towing service which has become of interest since the Coast Guard is going out of the non-emergency towing business. The U.S. Coast Guard will be on hand to answer questions about equipment requirements and to explain their role in boating safety. Peconic Electronics and Seatronics will be displaying and demonstrating the latest marine navigation and safety equipment.

Refreshments will be provided under the direction of the Hampton Bays Lions Club. The Association of



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Marine Industries (AMI) is sponsoring the show for the second year. Show hours will be 9AM until 5PM on Saturday and Sunday. For further information please call 288-2400 or 298-4770. Admission is $3.50 for adults and $2 for children. There is plenty of free parking. Every ticket buyer who fills out a drawing card is entitled to a free chance at a deluxe inflatable boat.

LADY REELERS, INC. ELECT NEW OFFICERS

Officers for the 1985-86 season are as follows: President: Carol Jaspers; Vice President: Karen Chalson; Secretary: Pat Walsh; Treasurer: Loretta Verry; Financial Secretary: Joan Wagner and Corresponding Secretary: Jane Kilthau.

At-Large Directors are: Bettie Gilliard, Edwina Osmanski and Maryann Petrignani.

HELLY HANSEN DISPUTE

Recently, a local retailer stated in his ad in The Fisherman, that his particular store is the "exclusive distributor for Helly Hansen in the area."

All Tackle Distributors would like to inform all Fisherman readers that we at All Tackle have been distributing Helly Hansen foul weather gear for the last 12 years in the Long Island area and at present, we are most definitely continuing in this capacity. We are not retailers. We are wholesalers to the fishing tackle industry.

SEA GRANT PROGRAM THREATENED BY BUDGET CUTS

At a recent congressional hearing on the National Oceanic & Atmospheric Administration's budget it was proposed doing away with the Sea Grant program. This program was created to develop a network of colleges and universities with marine education programs. Presently, 20 institutions, notably including the Universities of California, Florida, Rhode Island, North Carolina and Texas A&M and Cornell have marine science programs. Over the years they have produced information on the economics and environmental impact of recreational boating and fishing as well as on related facilities. In OMB's opinion the program has completed its goal and future research should be fully supported by non-federal funding. Therefore, OMB is recommending a recision of $19.5 million in budget authority for Sea Grant.

At the same time, $37 million in grants for coastal zone state assistance will be cut if OMB has its way. This program was created to help states build capacity to manage coastal resources, including public access. Over $187 million has been provided since 1972 and 28 states now have approved management plans covering 90 percent of the coastline. OMB says the program has completed is mission and no additional federal funding is necessary.

The Administration is also requesting Congress to rescind $30 million in 1985 contract authority for the purchase of land for the National Park system and grants by the Department of Interior to states for outdoor recreation purposes.

COAST GUARD AUXILIARY AT EASTERN L.I. BOAT SHOW

The U.S. Coast Guard Auxiliary Courtesy Examiners will have a display of safety equipment needed on your boat, for a safe operation this summer. We will be located at the Eastern Long Island Boat Show on April 27 and 28 and May 4 and 5, from 10AM to 4PM. See you there.

PLANO ANNOUNCES A NEW CAP JUST FOR KIDS

Another first from Plano, the leader in plastic fishing tackle boxes. The official *Plano Jr. Pro Staff* cap is bright red with white facing, and would make any youngster feel like a Pro.

In keeping with Plano's reputation as a leader in innovative design, we have placed our Plano logo and the words "Plano Jr. Pro Staff" on the front of the cap for all to see.

The Plano Jr. Pro Staff cap is adjustable up to size 7, making it look right and feel great on any young fisherman.

To get your Plano Jr. Pro Staff cap enclose cash, check or money order for $3.95 to Plano Molding Company, 431 E. South Street, Plano, IL 60545.

For further information contact Bill Cork, Consumer Relations, Plano Molding Company, Plano, IL 60545.

SUFFOLK ALLIANCE OF SPORTSMEN BANQUET AND DANCE

Suffolk Alliance of Sportsmen has an action packed night planned for Saturday May 18th: their first annual banquet and dance.

The featured speaker will be Harlon Carter, Executive Director of the National Rifle Association. Harlon Carter has been the most active voice in the U.S. in supporting the right to keep and bear arms. He is a dynamic speaker and you will have the opportunity to meet him personally.

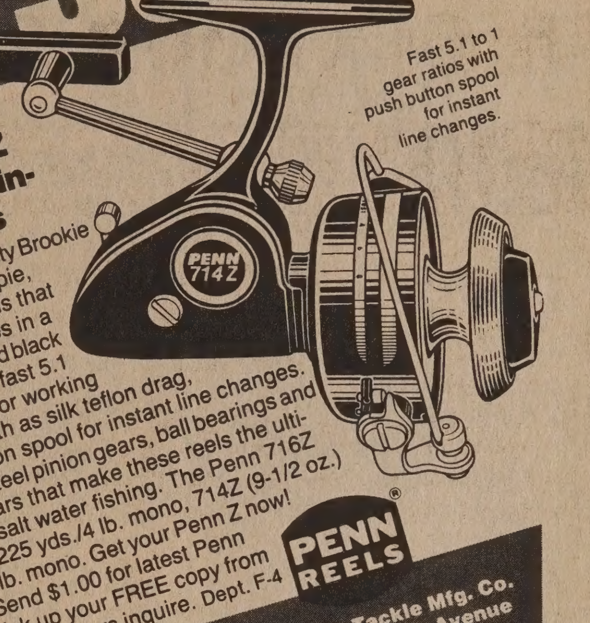
The affair will be held at the Sheraton of Smithtown, and they will be serving their famous roast beef with wine on the table. Also, they will have a cash bar from 7 to 8PM so that you can meet and make friends with other sportsmen.

There will be thousands of dollars worth of door prizes and a raffle—guns, fishing tackle, paintings and much more. There will be more winners than losers.

The cost is $25 per person and $45 per couple. Reservations are on a first come, first served basis to the first 400 people.

Make your reservations now. Send your check to: SASI Banquet Committee, P.O. Box 62M, Bay Shore, NY 11706, or call now to be the first in line, (516) 888-8321, ask for Bernie; or (516) 249-7958 and ask for Greg.

Penn Z-Series



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BOATS FOR ANGLERS:

SEA NYMPH CC-191

by Pete Barrett

Larry Bojtek first put me on to the Sea Nymph CC-191 Super Striper at one of our Fisherman Workshops. He showed me a small photo album complete with a selection of game fish from mako sharks to blues and fluke; all caught from his own 191. Like Larry, many coastal and big lake fishermen like the aluminum boats because they can be run economically and you don't need a Mack truck to haul them around.

With a total weight of less than 2,000 pounds, including fuel, engine, gear, tackle and the boat itself, all the mid-sized cars that are now the favorites of the American public can readily handle the Super Striper.

Standing at the console the CC-191 gives a feeling of being bigger than it really is. There is lots of room along the side of the console, around the helm seat and up forward on the bow deck.

The hull is a semi vee with a deep sharp entry tapering to a semi vee at the transom. Aluminum boats can be a bit bumpy in a head sea, but according to Larry his 191 rides nicely in most seas. "She's tough on you in a bad head sea offshore, but she'll ride beautifully over the choppiest bay." The semi vee is a good compromise hull, giving excellent fuel economy, a stable fishing platform while drift fishing and a good ride in all but the worst of seas.

There's a wide spray rail at the water line to keep the crew dry and high gun'ls that will help keep water out of the boat on windy days and rough water.

The deck is well laid out for fishing. The top surface is covered with a non-skid vinyl covering for sure footing but quick cleaning. The deck is marine grade plywood treated to resist mildew and rot. The deck should last a very long time.

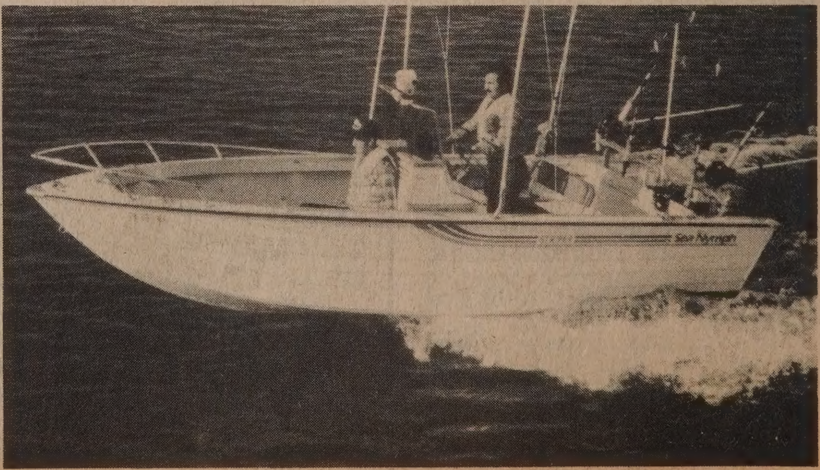
Starting up forward, the bow deck is raised about 12 inches off the main deck and is roomy for casting or drift fishing. A storage compartment under the deck holds the anchor and line, plus a lot of extra lines, fenders and extra gear. If you plan on a lot of anchoring, storing that wet line can be troublesome. Adding a pair of louvered vents in the raised deck will eliminate any excess humidity.

The console takes up most of the mid deck space, but it is not so wide as to be clumsy. You can walk around it even if you are a size 12 boot. A forward seat doubles as a cooler/storage chest/live well. The top of the console has plenty of room for a compass, recorder, and one of the new smaller sized Lorans. VHF and/or CB should go under the console on the shelf provided. Temperature gauge can be mounted along with the rest of the instrumentation for the engine. The console is done very neatly with ample railing and windshield.

Large lakes and the offshore ocean can blow up badly in a sudden storm. The wide and high transom splash well is appreciated not only for its use as a trolling rod platform, but also for keeping bad water out of the boat in a following sea.

Under the splash well there is room for two portable 6 gallon fuel tanks. In the center of the splash well there is access to the battery and bilge pump. The built-in fuel tank holds 24 gallons.

Rod storage is ample under the



gun'ls with 5 rods per side. Additional rod storage can be arranged on the console or across the back of the helm seat.

The CC-191 Super Striper is rugged. The .100 thick aluminum skin is among the beefiest you will find in boats of her class and with a strong transom and stringer construction, engines up to 140 horses can be hung on the stern. Having run a similar aluminum boat several years ago I can vouch that with even a 90 horse outboard the Super Striper will run like the wind.

If you intend to fish offshore and use outriggers, there is space about midships along the gun'ls. Riggers should be mounted on teak pads and have a teak or aluminum pad under the gun'l too for optimum strength.

Antennas for radios and Loran should also be mounted on gun'l pads, one on each side of the boat to separate the antennas for best reception possible.

Standard features include a wraparound bow rail, the built-in fuel tank, bilge pump, and foam flotation.

Quality of construction is very good. Every seam and joint on the Sea Nymph that I have looked over was neatly done with no ragged edges. The hull is edged wtih heavy duty bow and stern plates and an attractive rub rail the full length of the hull. All of the edgings along the gun'ls are done with aluminum extrusions and they, too, are riveted neatly and mounted carefully. There is little teak, fine for the fishermen who fish instead of tending to boats.

Wiring for the navigation lights and to the battery was neatly done and within easy reach. Console wiring for instruments was neatly done, too, and harnessed to prevent stray wires from getting snagged on tackle boxes or stowed gear that inevitably gets jammed under consoles.

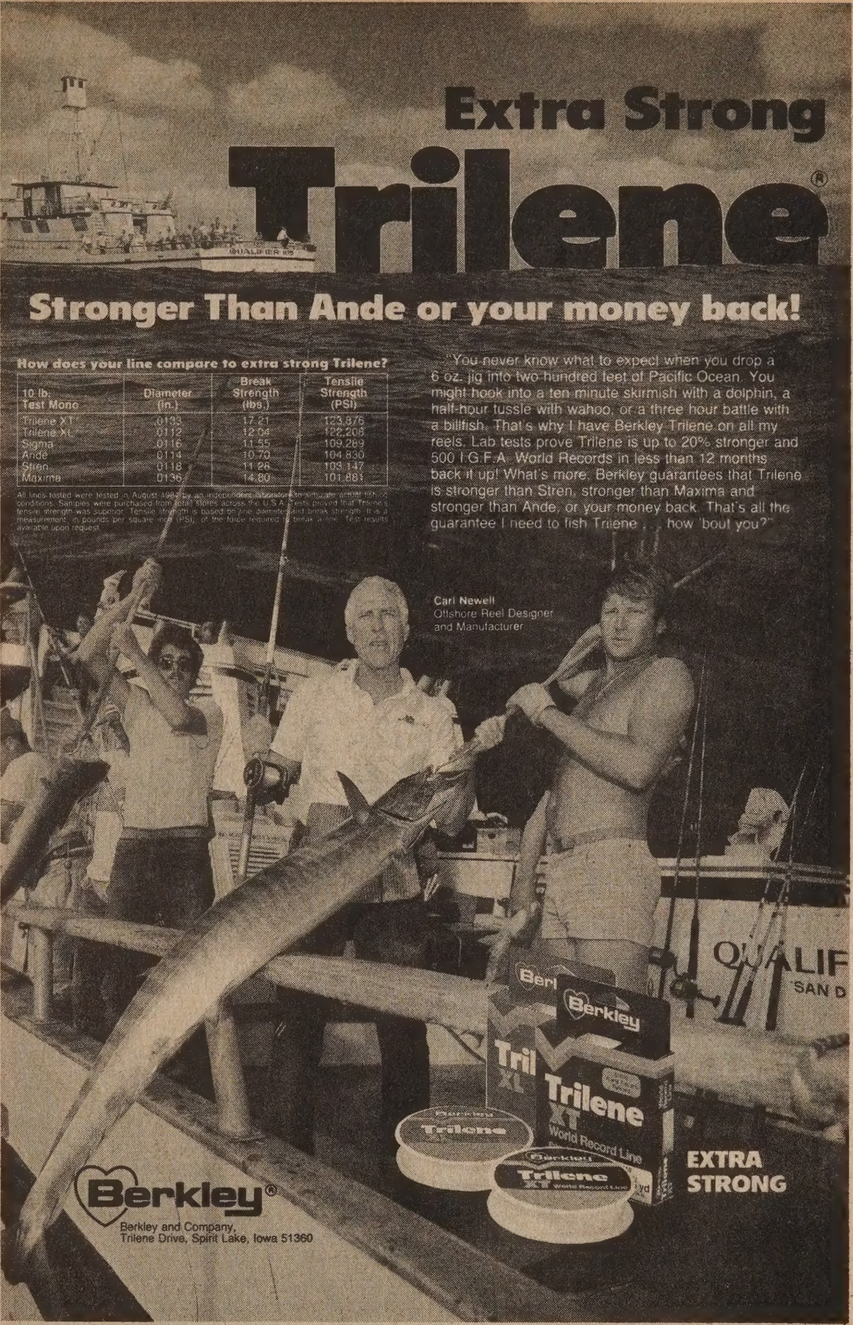
Most anglers will probably use a boat of this type for inshore fishing and they will find the CC-191 to be a comfortable, fishable boat. Its light weight makes trailering painless and offers the chance to take the boat to distant fishing areas.

Sea Nymph rounds out their line of center consoles with a pair of 17 footers that complement the 191 Super Striper. While the specs will vary from boat to boat, they are similar. For current information, contact your local Sea Nymph dealer or write/call the factory.

SPECIFICATIONS

Length	19'
Beam	89"
Transom Height	21"
Maximum Horsepower	140
Dry Weight, Hull	1000 pounds
Fuel Capacity:	
Built-in	24 gallons
Portable	12 gallons

The CC-191 Super Striper is manufactured by Sea Nymph Inc., Post Office Box 337, Syracuse, Indiana 46567, (219) 457-3131.



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Trilene XL	.0112	12.04	122,208
Sigma	.0116	11.55	109,289
Ande	.0114	10.70	104,830
Stren	.0118	11.28	103,147
Maxima	.0136	14.80	101,881

All lines tested were tested in August 1984 by an independent laboratory to simulate actual fishing conditions. Samples were purchased from retail stores across the U.S.A. Tests proved that Trilene's tensile strength was superior. Tensile strength is based on line diameter and break strength. It is a measurement, in pounds per square inch (PSI), of the force required to break a line. Test results available upon request.

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Carl Newell
Offshore Reel Designer
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ELECTRONICS WORKBENCH

by John Kungl

Dear John,

I've been told that radar can literally cook you if you don't position the radar dome in the right position, away from people. The best mounting position for radar on my boat would have the dome spinning at the level of my ankles while running the boat from the marlin tower. Will this harm me?

Don Weismann.

Dear Don,

While your boat's radar operates on frequencies similar to the microwave oven in your kitchen, you should have no worries about becoming a cooked captain. The folks who make the radar, as well as OSHA, carefully check radar units to see that there is no danger from their operation. The fact that the antenna is rotating, and the power output is pulsed, directs very little energy to stationary objects such as your ankles.

* * *

Dear John,

I purchased a Loran unit in Florida from a friend who no longer goes boating because of a bad health problem. I cannot get the thing to work and none of the "numbers" match anything I find on the chart. Should I have it serviced, deep six it on the junk pile, or send it back to the factory?

Steve Ross.

Dear Steve,

You didn't tell me the model Loran you purchased, but from what you tell me, it probably has manual notch filters, which when adjusted for Florida waters provide no protection from interfering stations up here. My best recommendation would be to take it to your local marine electronics dealer for a complete check-up and re-tuning. You might also have them check the installation on your boat for any problems in antenna location and wiring.

* * *

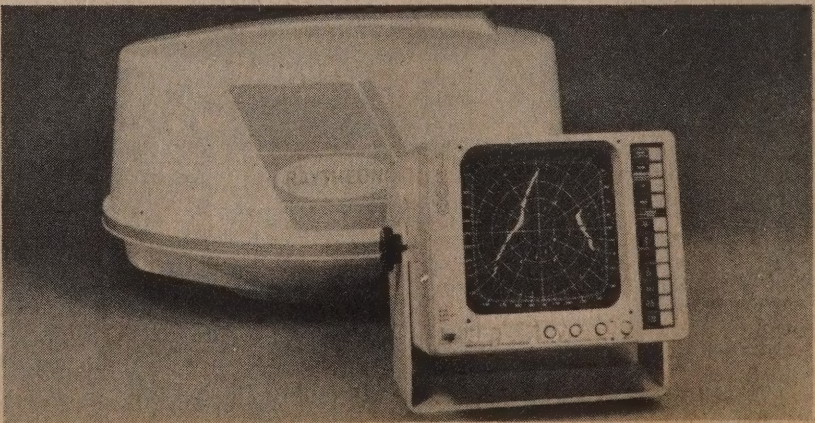
Dear John,

I noticed in one of your columns that you recommend soldering connectors on wiring. There seem to be many good crimped connectors on the market as well as the tools to properly apply them. My question is: why solder when crimping is easier?

Ralph Kesterline.

Dear Ralph,

Crimp-on connectors have become a mainstay in the electronics industry due to their ease of application and reliability under most circumstances. I say most, because the marine environment is not kind to their use. If you have the opportunity, check out some wiring on boats using crimp-on connectors that have been exposed to salt air. Most will show some degree of corrosion as well as green copper wire. In many instances water has entered the wiring at the connector, and like a wick has been drawn deep into the wire, bringing corrosion with it. When making wire connec-



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tions, two results are desired: a strong mechanical connection as well as a good electrical connection. Crimp-on connectors provide the first result, and when they are soldered, the second. So if you want good reliable wire connections, first crimp—then solder.

* * *

Dear John,

I've just purchased a new Boston Whaler 17' Montauk and am in the process of fitting it out with electronics. I've already purchased a recorder and Loran (from one of your advertisers), but am a little shaky on the right VHF radio to buy. What do you think are the most important features I should be looking for? Is price alone a good criteria of quality in the radio? Are bigger radios better than the new miniaturized versions? Is a scanning feature necessary? Please answer soon, since I want to get fishing as soon as possible.

John C. Scott.

Dear John,

Since in all probability your VHF radio will be mounted on top of the console on your Whaler, the most important feature you will need is all weather protection. If the manufacturer warranties the unit in all weather conditions, buy it. Many manufacturers are coating the electronics with a sealer which protects them against the corrosive salt environment. Price is generally a good indication of the quality of any electronic product. It's a highly competitive world in the electronics industry and most manufacturers sell their products as low as they can, so if one guy is $100 more than the next, you can bet he's put a little more into his unit.

I think you'll agree that miniaturization is a way of life these days. If someone told you 10 years ago that you could have a TV in one pocket and a stereo cassette player in the other, you probably would have wondered what asylum he was just released from. With most VHF radios, their size is governed by the largest component in them—the speaker. Most of the new hand-helds have most of the features of the larger units, except for the power output. If you've got no problem buying a Walkman, the new miniature VHFs should be no problem also.

The scanning feature, while not necessary, is nice to have when you want to monitor the fishing fleet to pick up valuable info on where they're biting. A little listening around the channels will provide you with a world of information you might miss being on one channel.

My other recommendations on selecting a VHF radio would be stick to the name brands and avoid newcomers on the market. And if you have any other questions on the radio you have in mind consult with your local marine electronics dealer who carries the brand you want.

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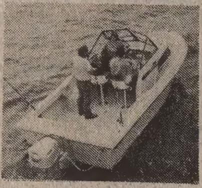

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THE TACKLE DOCTOR

by Russ Wilson

Dear Doc,

I read with interest your answer to Dick Hurley regarding basic electronic needs for inshore fishing.

My question is, why the chart recorder. I have been thinking of getting an LCR instead of the chart. It seems to me the LCR is a blend of the chart type and the flasher.

Why do you recommend the chart type? My reason for asking is that I intend to buy one or the other this spring. *John J. McGuire.*

Dear John,

I've nothing against the LCR units and have, in fact, recently put one on my boat. However, I still keep a chart recorder in addition to the LCR.

I like to map out the bottom contour of places where I do a lot of fishing and the LCR unit will not give a permanent record while the graph type recorder will produce a clear picture of exactly what's below. Those old graph papers are kept in a loose leaf binder and every so often I recheck a particular graph to see if there is anything I might have missed.

True, you do not need a graph recorder. And true also that it is more costly to use a graph recorder than the LCR unit. But, I feel the additional expense is justified when measured n terms of fish caught that might have otherwise been missed.

There is absolutely nothing wrong with either type unit, but it is up to each individual to pick which he feels most fits his or her particular needs. For most anglers who fish inshore and offshore waters the graph recorder should be a must-have item. Then, if there is money left, add the LCR or vice versa.

* * *

Dear Doc,

Here's a little idea to remove oxidation from rod tips, guides and reel seats that is caused by saltwater. The tip is usually the worst.

This question was asked by one of The Fisherman readers and my tip will remove the corrosion quite easily.

First, fill a narrow container with Coca Cola and set the rod so the tip is submerged in the Coca Cola. Leave it in the Coke until the corrosion is removed.

For the guides, I use a piece of cotton which I slip into the guides, and then saturate with Coca Cola until the guide is completely clean of all corrosion. Wash with clean water, wipe dry and seal with varnish or a rod sealer.

It seems the acid in the Coca Cola acts as a neutralizer.

I hope this will be a big help to Tackle Doctor readers and the rest of the fishing fraternity. *M. Deleeuw.*

P.S.—I enjoy the magazine and the many articles.

Dear M. Deleeuw:

Thanks for the tip. We tried it and found it works faster and a lot easier than many of the commercially produced corrosion removers and at a lot less expense. Hard to believe a good tasting soft drink can do double duty as a corrosion remover.

* * *

Dear Tackle Doctor:

I was recently given a few packages of hooks by a person whose father had them in his tackle box. The hooks are called Spiked Kirsey and were made by the Pequea Fishing Tackle Company of Strasberg, Pennsylvania. They are snelled and come in various sizes from 7 through 13. There is a number on the package (3537).

I wrote to the Pequea Company and asked how the hook is used. They replied that they no longer manufacture that style hook, but did not give any response to my query as to how the hook is used.

My problem is that I do not know how this hook is used and cannot find anyone who can help me.

I would appreciate any help you can give, and I do a lot of minnow fishing for bass and trout. The hook has a spike that points forward from the snell, but otherwise resembles any other beak style hook.

Alfred M. Bowen.

Dear Alfred,

The hook you describe was popular among panfishermen and anglers who used minnows or large insects to catch their quarry. That spike held the minnow onto the shank of the hook, so it looked more natural and did not come off when hit by a hungry fish.

Some live bait fishermen placed the spike through the lower lip of their minnow and put the hook through the back of the bait so it did not die and retained its natural appearance. Others simply stuck their spike through the minnow's head and placed the hook through the body of their baitfish. This method did cause the bait to die but it kept it in a natural *position which also accounted for many hits from wary bass and perch.*

It was not a popular style hook and since it took more time to snell, it was lost in the shuffle as modern manufacturing techniques replaced the old methods.

The chances are the leader on those old hooks has lost much of its original strength and I would not suggest using them. You might want to put them aside, for in time they may become classics and could increase in value.

* * *

Dear Doc,

Recently you published an article about "Portable Depth Finders." This led me to purchase a Humminbird LCR 1000 for my fishing enjoyment. As I am a rental boat fisherman I am interested in making the LCR 1000 portable.

Would you please enlighten me as to the method by which I can do this? I am also concerned with the type battery best suited for this application as well as how may I employ a fuse. Include anything else you feel I should know. *Thomas M. Kennedy.*

Dear Thomas,

We've used the Humminbird LCR units (2000 and 4000) and find them an excellent choice for anyone who wants a lightweight depth finding unit that can be converted to portable usage.

Our unit was rigged as a portable on the Mako 224 and it worked just fine as long as we did not crank up the big outboard and race across the surface with the transducer hanging off the transom. Here's how we rigged our unit:

We first purchased a set of suction cups (four per package for about $5, complete with mounting bolts) and a piece of 1 x 4 that measured four feet. That set us back almost a buck at one of the local lumber yards. We then mounted the suction cups onto the 1 x 4 and attached our transducer to the end of the 1 x 4.

The transducer cable and power cable were attached to the unit which was placed on one of our seats. With a rental boat you can use this same setup.

The battery, in our case a motorcycle 12 volt model, was purchased at one of the local dealers. It is lighter than a standard 12 volt automobile battery and is only about one-fourth the size, which makes it a lot easier to lug around or to place in some out-of-the-way spot on a rental boat. We did not use a fuse with our setup but could have easily cut into the power cord and attached a fuse box for just a couple of dollars additional expense. If you don't mind carrying a full size auto battery you might consider purchasing one of the "deep cranking" models which are slightly more costly, but will give much better service.

Hope that helps you decide how to rig your unit.

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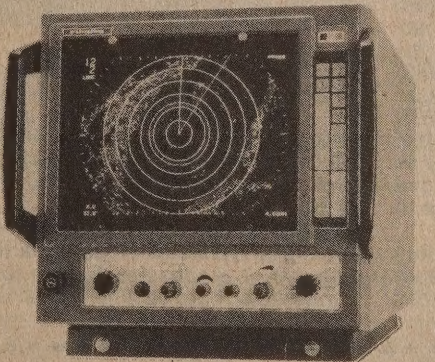

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FISHERIES MANAGEMENT—BLUEFISH:

COOPERATIVE PROGRAM ENTERS THIRD YEAR

by William A. Muller

Those of you who believe this important project has been abandoned, are mistaken. This has been the feedback we've been getting from some participating clubs, and given some of the problems we've had with the project it is understandable.

However, the project is alive and we hope well, in spite of Reagan budget slicing that has interfered with National Marine Fisheries Service interaction with participants.

Unfortunately, when NMFS was unable to send promised monthly computer generated graphics, some clubs reached the conclusion that the project had been set aside. In addition, some clubs did not file data in those months when members did not catch bluefish. Of course, that is regrettable because it creates a bias in the data.

It therefore becomes easy to understand why only three out of ten clubs supplied data in 1984. We need to change that around. Furthermore, recent communication received from NMFS indicates that three staff people have been assigned to the cooperative data gathering project with NMFS. We're told that more regular feedback will be possible in 1985. NMFS points out that the data becomes more and more meaningful as more and more clubs participate and send monthly catch data on blues to NMFS.

According to NMFS, "The data from the ...survey will help us learn more about the habits and size class structure of bluefish populations. ...Recreational fishing for bluefish has a large economic impact in the coastal states, and the information will help determine the contribution of surf [caught bluefish] to the economy."

NMFS wants to continue the survey and urges interested clubs to participate. Let us emphasize that we have witnessed a sharp decline in available striped bass, and in the northern part of its range the weakfish have become scarce. Unlike the experiences with bass and weaks, we have an opportunity to prevent future collapse of the bluefishery.

One way to help is to invest a few minutes a month in 1985. Really, that's all it takes to fill out a short simple form and mail it to NMFS. Most clubs engage in some type of competition anyway, and thus, there is a club officer in charge of the record keeping. It's a snap for that officer to fill out and send the form to NMFS when monthly data is organized for the club. I know it only takes minutes because I do it for my club.

If you do join us, thank you, and remember to file monthly reports whether members catch bluefish or not. It's just as important to know that fishing effort did not produce bluefish in our catches as it is to know that we did catch them.

If you want to join us, fill out the form below and mail it to: Linda Stehlik, National Marine Fisheries Service, NOAA, NEFC, Sandy Hook Lab, Highlands, NJ 07732; or call for more information (201) 872-0200.

NAME OF CLUB ______________________

BOAT ________ **SURF** ________ **BOTH** ________

NAME OF CLUB OFFICER ______________________

ADDRESS ______________________

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BUNKER UPDATE

by Ted Keatley

"The whole menhaden industry is facing profitability problems due to depressed agricultural prices."

In late February, I attended the annual "bunker boat" meeting. Among those present were Dep. Comm. Dennis DiCarli, Ted Barbieri, Fisheries Director Robert Jones and Fisheries Biologist Eric Smith from the Connecticut Department of Environmental Protection, State Senator George "Doc" Gunther, Captain Dave Hart of Zapata-Haynie and Captain Ray Richardson of Seacoast Products.

Unlike prior years when Captain Richardson arranged the meeting, this session was hosted by Dave Hart. Seacoast Products has been acquired by Haynie and will cease to exist on July 1st.

Thus, the only major menhaden processors on the East Coast will be Zapata-Haynie and Standard Products, both headquartered at Reedsville, Va. on Chesapeake Bay.

The 350 acre Seacoast property at Port Monmouth, New Jersey was not acquired by Haynie. It has been sold to other interests and no longer will function as a menhaden processing plant. Actually, most of the facility was built just after World War I and in need of replacement. This was one of the reasons prompting Seacoast to suspend operations there at the end of the 1981 season. I suspect that Seacoast was purchased primarily for their strong position in the Gulf Coast menhaden fishery. The Port Monmouth plant was not paying its way during the last few years that it ran.

The whole menhaden industry is facing profitability problems currently due to depressed agricultural prices. A very large part of their income is derived from the sale of fish meal to the poultry industry. However, they must compete with the Peruvian anchoveta fishermen and soy bean growers for this market.

During the mid-1970s, anchoveta landings plummeted due to a shift in El Nino, the ocean current which runs along the west coast of South America. Simultaneously, a combination of poor crops and rising demand created a shortage of soy bean meal. As a result, the price of menhaden meal rose to $550-$600 per ton, a highly profitable level.

With the current farm surplus, soy bean meal is selling in the $220 per ton range and the menhaden industry must be competitive to retain any of their market share.

Even though bunker meal prices were around $300 to $350 in 1981 when Seacoast closed their New Jersey plant, business was only marginally profitable at best due to a quirk in the meanderings of the Gulf Stream. A slight shift created current patterns which sent warmer water further to the north than usual. As a result, the menhaden traveled beyond Cape Cod during the summer months with the major population in the Gulf

The value of the bunker to the Long Island Sound fishery is well documented.

of Maine. This meant that the fish were a 26 to 30 hour trip from the Port Monmouth plant. The travel time plus a fivefold increase in the cost of diesel fuel since the early 1970s made the Maine fishery economically questionable.

The Gulf Stream shift creating feed and water conditions in Maine that were attractive to bunker is an erratically cyclical thing which can last from 5 to 20 years. Then another change occurs and few menhaden travel beyond Rhode Island and the south shore of Cape Cod.

Since the Wildwood, New Jersey and Lewes, Delaware plants have been closed, Haynie and Standard would have a trip comparable in time to the New Jersey to Maine run if they were to fish Long Island Sound. Their vessels normally do not operate much beyond Delaware Bay.

Menhaden winter in the Gulf Stream off the Carolinas. As spring approaches, they move toward shore and migrate up the coast. The mature larger fish travel furthest to the north. Although there is some spawning throughout the menhaden range, the major portion takes place from the Carolinas to Delware Bay. The tremendous number of young of the year from Delaware to North Carolina supports the winter fishery for ''peanuts,'' the three to four inch juveniles.

Will we see Haynie's blue boats and Standard's gray boats in Western Long Island Sound this summer? I don't know and I doubt whether the companies themselves know at this point. Standard did have a few vessels in the Sound on scouting expeditions last season.

Here are the factors which could prompt the two companies to send their vessels on the long voyage from Reedsville, Virginia:

1. Although the total Atlantic Coast landings have been fairly consistent in recent years, success along the New Jersey coast, normally one of the most productive areas, has been poor for the past few seasons. In addition, the state is in the process of enacting restrictions on inshore netting similar to those in Western Long Island Sound. Continued poor fishing in New Jersey would be an incentive for the vessels to continue further north.

2. Both Haynie and Standard have indicated an interest in decreasing their dependence on the winter ''peanut'' fishery. Fishery experts long have considered this an uneconomic use of the resource. With fish meal prices depressed, menhaden oil is the most attractive component of processing. The ''peanuts'' have a far lower oil content than the two to four year old mature fish. In addition, the old rationale that Seacoast would get most of the fish if the southern operators did not take them before their first northern migration no longer applies. Thus, there will be more emphasis upon the mature fish which migrate up into New England during the summer months.

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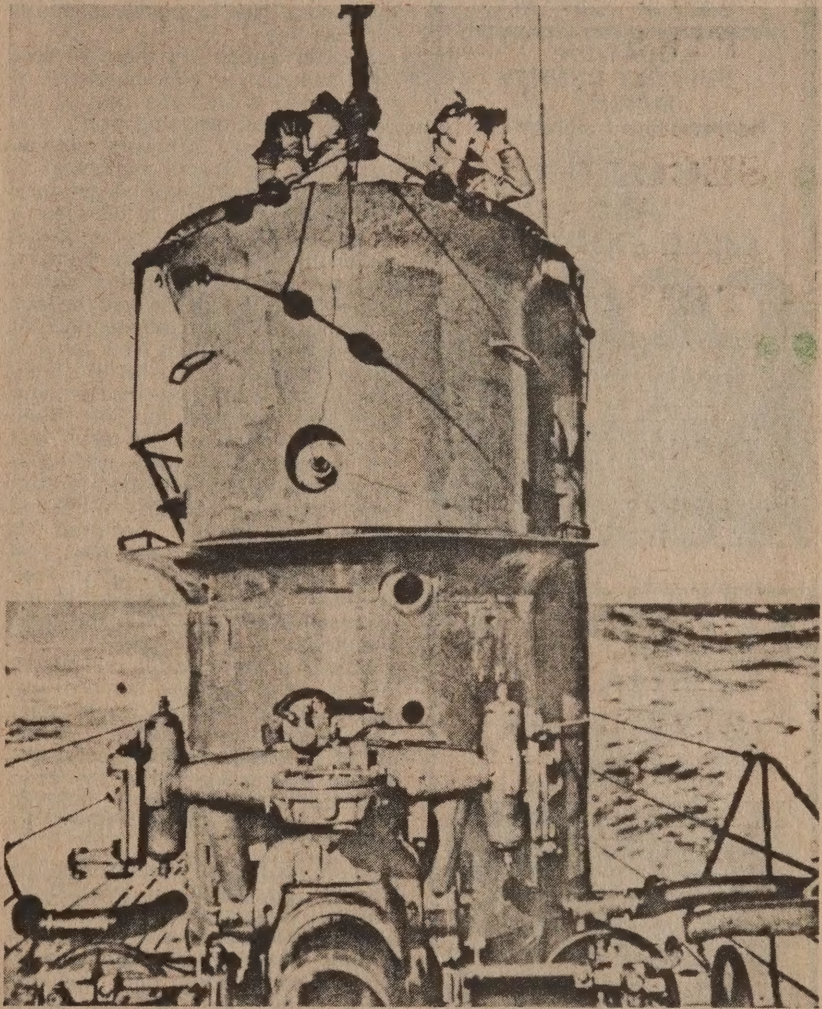
ATLANTIC WRECK SERIES:

Legacy of the Wolf Packs

by John Raguso



Most Fisherman readers aren't too old to remember a movie released a number of years ago that portrayed the serenity of coastal America in the early war years. It was entitled "The Summer of '42," and it illustrated the peaceful seclusion of our Northeast seashore, young love and only a faint wisp of the emotional tragegy that was to befall many due to the great global conflict.

In distinct contrast to the film's storyline, the preceding winter was one hellish year for Allied shipping off our Eastern Seaboard. The very wrecks that provide the habitat to make our Long Island and New Jersey waters some of the most prolific fish-catching grounds anywhere, occurred at a great cost of human life and equipment.

Germany declared war on the U.S. on December 11, 1941 and the months that followed brought back some painful memories of lessons that were learned in the first European war. Those American historians who proudly claim that the U.S. mainland has never been invaded in any war (since the War of 1812) are overlooking one minor detail. German U-Boat wolfpacks literally ran amok during the period of Jan.-July, 1942, as they did in 1918, ravaging international coastal shipping with relative impunity. Our lack of preparedness for this menace on the homefront was manifested by our one-sided lend-lease agreement with Great Britain, where many of our destroyers and subchasers were either given outright to the British or off learning the fine points of convoy duty somewhere in the European theater. It was a perfect setup for Axis submarine wolfpacks to slip in undetected while the bulk of our escort fleet were thousands of miles away, thereby overextending our coastal defenses and leaving our major ports and sea lanes relatively unprotected. The same submarine canyons that we fish for the migratory tunas, sharks and billfish provided an ideal environment for enemy subs to hide during the day, while sneaking into the shallower shipping lanes at night to wreak havoc on the Allied merchant marine. It was such a one-sided "turkey shoot" that one historical German Navy account refered to this period as the "Happy Time."

Indeed, in the first six months of the war, the U-Boat menace reached such epidemic proportions that they sunk 467 ships in American waters, the majority between Cape Hatteras and Cape Cod, with a total loss of only six of their own subs! They would have sunk a lot more had they not run out of torpedoes and fuel. This is not mentioned to slight the efforts of the U.S. Navy or Coast Guard. As the war progressed, the Yanks were able to turn the tide. But the Americans, despite the visit of their naval officers to pick the brains of the British before the war, had no practical experience of how to combat the operations of a U-Boat pack. Until the passing months allowed the Navy to organize their defenses and group the merchant ships into mutually protective convoys under Naval and air escort, the waters of the Eastern Seaboard promised plentiful pickings for any U-Boat that crossed the Atlantic. As news of the successes came back to the U-Boat bases, more subs set out on the arduous trans-oceanic trek with revived enthusiasm burning among their crews. Their optimism was well founded, for the Americans had taken even less defensive measures than the German crews had expected. In the initial months of 1942, shipping was sailing with its normal peacetime lighting. Towns along the coast were bright with lights, and lighthouses and buoys still shone out their invaluable positional information. Merchant ships bantered

(Continued on next page.)

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incessantly on their radios, including details of their positions and coastal defense forces. All of this was put to excellent use by the U-Boat commanders and the result was utter holocaust.

Some of the most famous fish-catching wrecks that dot the New York Bight were sent to the bottom, compliments of the wolfpacks. The Reasor, Gulftrade, Varanger (28 mile wreck), Bidevind (by the Texas Tower), Tolten, Arundo, Coimbra, Norness, Cayru, Goulandris, Maiden Creek, Rio Tercero, and many others. *All* lost in 1942 and *all* due to enemy action off our coastline.

Another reason why the New York Bight has such an overabundance of shipwrecks, is that it's one of the world's busiest shipping ports, and has been for over 300 years. With all that traffic, accidents are bound to happen, especially since we get more than our share of fog in this area. A factor contributing to some of the earlier shipwrecks, particularly during the peak European migration period of the mid to late 1800s, was the lack of sophisticated navigational gear. At night or during a storm, New Jersey's barrier beaches look a lot like Long Island's and many times the Barnegat Light was mistaken for Fire Island Light and vice versa. The result was the foundering of many craft that were unsafe and overloaded to start with. Many tragedies, loss of life and property destruction occurred as these ships struck sand bars and other underwater obstacles in their confused state, frequently fighting the weather as well as their mistaken directions.

Now that we've gotten our history lesson out of the way, some of you might ask "So what, why would I want to know about these wrecks?" My response to that is simple: fishing the wrecks puts more fish in the boat. This not only applies to inshore wrecks, but the offshore variety as well.

Some recent innovations have rekindled the renewed interest in wrecks and wreck fishing. The advent of truly affordable and reliable Loran C units; the microprocessor-type recording depthfinders with multiple-angle transducers; and the latest wave of mid-sized offshore boats with extended range fuel tanks have all given the average fisherman the tools he needs to reach, find and fish even the most remote offshore wrecks. With these aids, we're finally beginning to understand what only a chosen few of the early offshore pioneers had kept secret for many years. Shipwrecks and other structure not only provide an underwater reference point for all types of migratory fish (not just cod, blackfish and sea bass), but also supply an abundance of natural forage that allows these game fish to swim another day. Most wrecks are alive at one time or another with a biological chain of marine life that extends upward from the decaying structure to the surface. For example, various crustaceans and organisms grow on the rusting hulks of the wreck. These, in turn, attract and are eaten by baitfish like anchovies, butterfish, sand eels and spearing who also use the structure for cover, but are nevertheless stalked by the larger predatory blues, tunas and marlin when they cruise through the area looking for a quick snack. The sharks check out a wreck location not to stuff themselves on anchovies or other appetizers, but to pick off the occasional bluefish, tuna, cod or whatever it can catch that has lowered its defensive guard while feeding on the smaller baitfish.

Many of the sharpies who consistently score in the shark tournaments that proliferate our area, usually plan their drifts to pass over locations that feature an abundance of wrecks and other structure to improve their odds. These fishermen know from experience that the sharks follow the various fathom curves in their migratory patterns and use the wrecks as a sort of "fast food" stand to allow them to continue their journey in a well-nourished state. The *really hot* areas frequently occur where a wreck coincides with a 20, 25 or 30 fathom curve. The R.P. Reasor is such an example. Its location on the 20 fathom curve approximately 31 miles east of New Jersey's Barnegat Inlet, makes it an ideal early season mako hangout, as the sharks pursue the bluefish and mackerel schools on their northward migration from the winter grounds.

The concept of structure attracting baitfish attracting game fish is not a new one. Freshwater anglers have been fishing lakes and rivers this way for decades. It has also been the subject of many experiments by universities and government agencies in our coastal waters. Man-made artificial reefs and F.A.D.s (Fish Attracting Devices) are becoming more in vogue to magically transform formerly barren open bottom areas into fish-producing hotspots.

Now that you're convinced that wreck fishing might have some merit, where do you start? Getting anyone to part with accurate Loran numbers for a proven fishing ground is like going down to your local bank and asking for any spare $50 bills. Have you ever heard two fishermen who are obviously murdering the fish talk on the radio and then ask them where they're hitting? I'm sure your responses have ranged from non-existent to the unprintable, with a few Delaware numbers thrown in! Well, your search is over. Starting with next week's installment, we're going to cover a baker's dozen of some of the most productive wrecks in the area bordered by Great Egg Inlet to the southwest, Shinnecock Inlet to the northeast, and stretching all the way down to 39-00-00 degrees north latitude, but not covering the canyons. We're going to save those goodies for the next series, sometime in the near future.

Each week's article will cover some specifics of the featured wreck (cargo, crew, destination, size, etc.), and the history of how it got to rest in its final watery grave. We'll even have illustrations for most, as well as the shipwreck's distance from major ports, compass headings out and back, latitude/longitude positions and YES, even loran coordinates. The 13 wrecks we'll discuss are as follows: Cunard Liner Oregon; USS Cruiser San Diego; Texas Tower No. 4; USN Destroyer Turner (DD 648); British Tanker Coimbra; Norwegian Tanker Stolt Dagali; Freighter Lillian; Chilean Freighter Tolten; Tanker Gulf Trade; Tanker R.P. Reasor; Schooner Jacob M. Haskell; Norwegian Tanker Varanger (28 Mile Wreck); and Brazilian Liner Cayru.

The facts and figures for each of these wrecks will allow you to compile your own private book of useful loran numbers. If you can't stand the anticipation and desire to accelerate your collection of these positional tidbits, Capt. Vic Galgano, head guru for Spider Lures, has spent many hundreds of hours researching loran wreck data and has assembled the most comprehensive file for commercial sale that I have ever come across. It includes over 225 loran numbers for wrecks and bottom structure imprinted on a plasticized "mini" 12300 chart, with an alphabetical listing of all wrecks, structure and aids to navigation on the reverse, as well as a commuter chart with compass heading info. He even throws in a detailed book on how to find and fish a wreck, and it's a steal for less than $14. He advertises in The Fisherman every so often; so look for his ad for more details.

Another option for wreck information is to join a fishing club and get the hot numbers from your fellow club members. Many times the knowledge of these locations is shared, but beware—joining up does not guarantee access to this data. Many clubs have a competitive spirit that runs high, especially among club members. A final source for details on shipwrecks is available through various U.S. Government and Coast Guard publications, as well as books which have been written on the subject. The Suffolk Marine Museum in Sayville (Long Island) also has a wealth of data on the lore and locations of many wrecks and disasters.

I'd like to thank a number of folks who have helped to make this first Wreck Series a reality. Ruth Doughtery of the Suffolk Marine Museum has been a tremendous help as well as the staff of the Brightwaters/Bay Shore Public Library. Kudos also to Ted Bingham of the Babylon Tuna Club for sharing his wreck files and to Captain Vic Galgano for his permission to reprint some of his material.

Next week we'll cover the basics of how to find and fish a wreck, in addition to the first of our 13 wreck locations: The Oregon.

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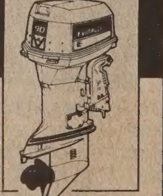

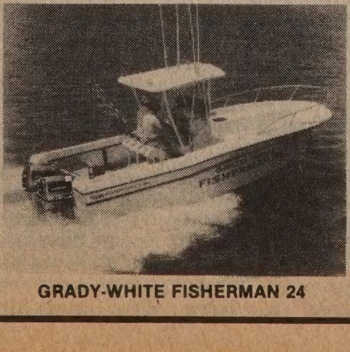

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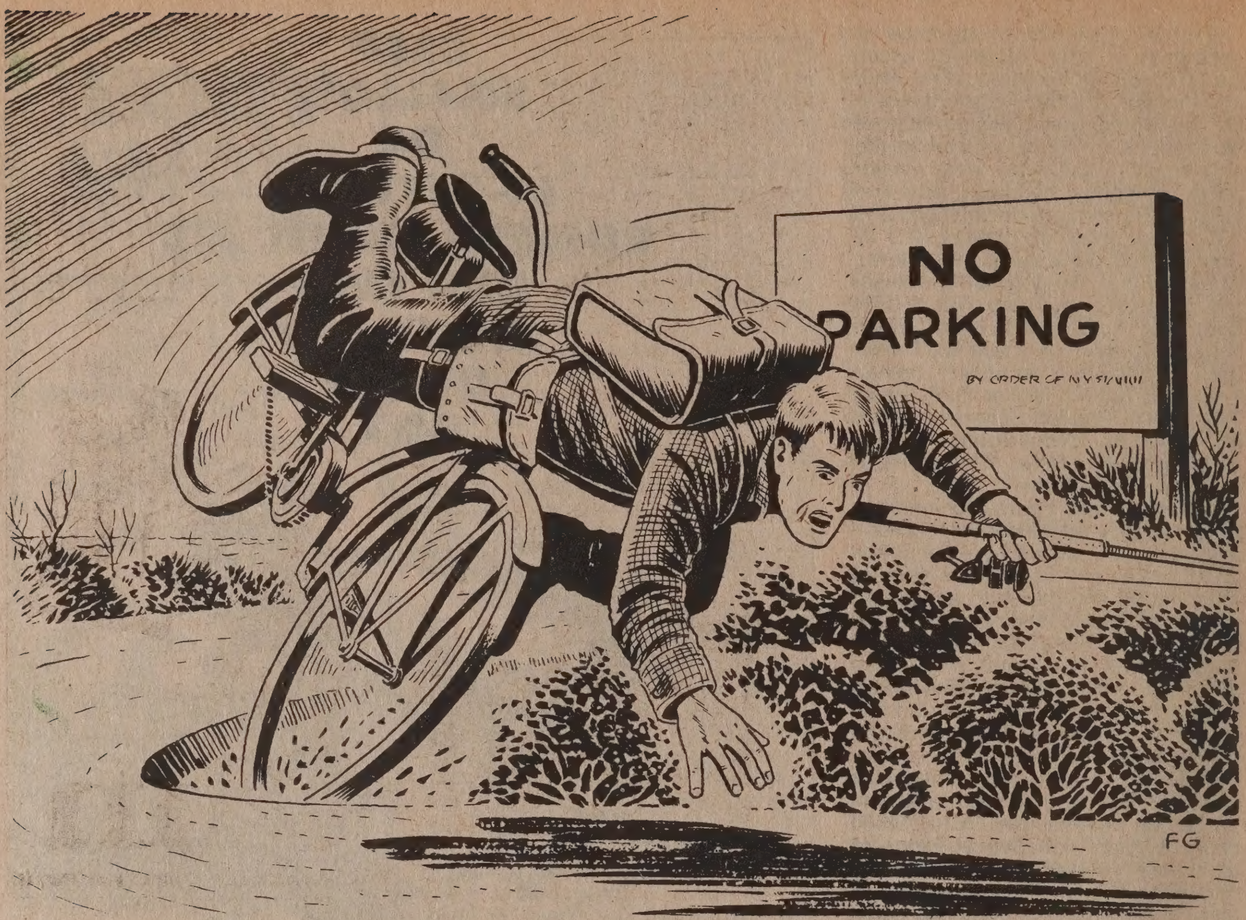

"CREATIVE ACCESS" FOR SURFMEN

by Fred Golofaro

Visions of the prior night's action urged me on as I pedaled the rendezvous with my longtime friend and fishing partner, Richie Simmons. Stars and pavement whisked past as the 10-speed carried me effortlessly along the parkway's rim. I sensed headlights approaching from behind and moved off to the hard shoulder as the car passed. All was dark again as I steered for the smooth road before me. Suddenly, I was airborne! In the dark, I had not noticed the six inch drop from pavement to shoulder which brought the bike to an abrupt halt. The laws of physics continued me on my journey into the night, but not before I had completed a perfect forward somersault which landed me in a crumpled heap a good ten feet further down the road. Just when I thought the worst of my flight was over, the now twisted frame of the bike dropped from the night sky and landed across my back. Talk about adding insult to injury.

Bloodied and bruised, I crawled from the reeds to where Richie stood tossing a white bucktail. As I drew closer, he must have sensed the cause of my delay and my appearance only helped to confirm his suspicions. There was to be no keeping this embarrassing moment a secret, despite the lack of witnesses. Richie broke into a roar as the sequence of events were recounted. Such can be the trials of "creative access."

Shrinking access to Long Island's beaches, on the north shore in particular, can be attributed primarily to parking restrictions imposed by the state, counties, towns and local municipalities. As "Murphy's Law" would have it, some of the most desired surf fishing locations on the island are among the most difficult to gain access to. Not to be denied, some resourceful surfmen have developed ways to circumvent the parking problems. This not only assures them access to some very productive fishing, but also guarantees that there will be little competition as well.

The use of a bicycle has become a popular mode of alternate transportation for some members of the beach set and has served me well for a number of years. The preferred approach is to tote along the bike in your trunk or the back of your buggy and find the closest "legal parking" to your destination. The system works best with two anglers. One can be dropped off at or close by the spot you intend to fish with all of your equipment, while the other can park and then return on the bike unencumbered by rod, tackle and waders. Since the bulk of this activity occurs after dark and in areas where you're not likely to encounter very many people, hiding the bike while you fish is accomplished rather easily. At night's end, simply reverse the procedure. Return by bike to pick up the vehicle and then return to the pick-up point for your partner, equipment and more than like, some fish too.

What constitutes a legal parking spot? Let good judgment and common sense be your guidelines. Gas stations, small shopping centers, restaurants, any sort of municipal parking lot, and unposted streets (avoid parking in front of someone's house for obvious reasons), have all provided hassle-free parking in the past. In some cases, it's a good idea to request permission to leave your vehicle in the lot of a private business after hours. Within the state parks, there is often parking permitted in specific areas of the park. However, these legal parking areas can sometimes be a couple of miles from the preferred fishing area. While walking is always an alternative, a bike will save you a significant amount of fishing time.

If you choose to go the bike route, a little pre-trip scouting around is in order. Seek out your parking locations and dropoff points in the daylight, making sure, too, that your access to the water is not across private property. At times, trading off fish for parking or access privileges has been beneficial to all concerned.

If bicycles are not your cup of tea, then there is a far more gentlemanly fashion of gaining precious access. A couple seasons back, there occurred some spectacular weakfishing along western north shore beaches. One pair of surf nuts who have a longstanding reputation of going to extremes for their fish, finally couldn't stand being left out of the action any longer. They drove to a taxi stand in the vicinity of the hot fishing and had a cab drop them off and pick them up at a pre-determined time. You can imagine the driver's consternation, and reluctance, when he returned to find the same two guys with full stringers of weaks awaitng their "ride." After some debate, the cabbie finally agreed to return the two, and their fish, back to town. This, provided he get a couple of fish in return for the smell and mess created by their catch. The taxi cab approach has been used successfully on several occasions since then.

If there is an understanding family member in your household willing to play the role of cabbie, so much the better. In the case of your spouse, it might cost you a dinner. If one of the "kids" is willing to cooperate, you may have to surrender the car keys for a night. If mom or dad are playing the role, count on an extra heavy workload of chores for that week.

Small aluminum boats have been providing access to surfmen for years. I won't go into detail here because I covered the subject in depth earlier this year (Vol. 20, No. 6). Keep in mind, though, that they too provide a viable alternative.

If you have been feeling the pinch of shrinking access, or have heard rumblings of good scores being made in areas far from the usual access points, there should be some comfort in that age old adage, "Where there is a will—there is a way."

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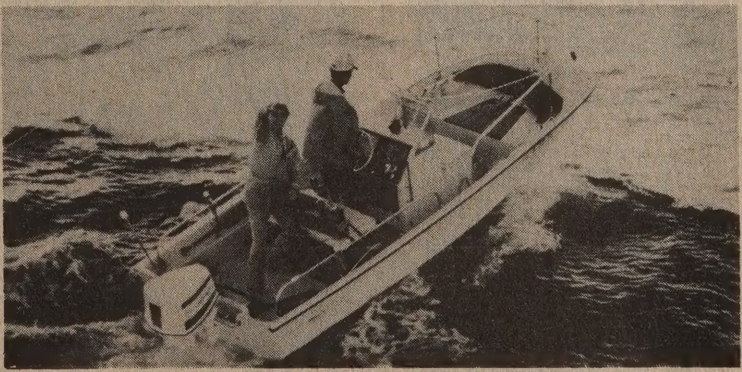

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THE FINICKY MACKEREL

by Matt Ahern

The first thing you should know about mackerel is not to rush the season. Are you aware of how many budding mackerel fishermen leave their homes in the morning with bubbling high hopes, only to return in disgust? They must be legion.

And why is this? The answer is easy.

Mackerel are one of the most finicky fish we fishermen contend with. Here today, gone tomorrow—which makes it easy for fishermen who put out reports that mackerel are moving up the coast and they "should be here by the weekend." Mackerel may be reported as much as 150 miles from Long Island, but "they should be here by this weekend." If they fail to show, well...you know how mackerel are: here today, gone tomorrow. Sorry, guys.

I'll tell you right now, fellers, I've got a big gripe about such goings on. Every fisherman I've met in my life, especially a beginning fisherman, is a trusting soul. If he wasn't, he wouldn't be a fisherman; both go together. There're no ifs, ands, or buts about that. So enchanted are they with the fishing game, these beginners, that they accept as gospel truth anything they're told by someone considered "in the know." (I sometimes wonder why you should trust even Old Matt who so often writes about those unbelievable things that actually did occur in the long ago. But—perish the thought; I would never con you.)

Let me digress for a moment or two before we get to what you should know about mackerel.

We know there are charlatans in every walk of life, and I suppose those who foolishly expect more than common sense tells them is possible to receive, deserve what they get. Harsh words, true, but true, nevertheless.

But as bad as this is, that isn't what bothers me so much. What does bother me is that in this fishing game of ours, there are those who knowingly dispense false information to gather in the sheckels from trusting fishermen. And when they do this, they prove they have no respect for us. This makes it difficult for those in the fishing game who are truthful and honest in their dealings with us. We all become tarred with the same brush.

Let me give you a "ferinstance" of what I mean.

My reader correspondence is quite high and I guess you might say I have a pretty good handle on what's doing on the fishing scene. During one of those warm spells we had last winter, a reader called to tell me about a poor whiting trip he'd had. Up until the time he went out, whiting were filling the buckets for whoever wanted them. But on this day of poor fishing he was told by the mate that as soon as the weather turned cold once more, the whiting would bite again. This to me is the old con.

A warm spell during winter will not affect the fishing. The ocean is too large and too deep to feel the effects of a spell of warm weather. Temperature changes in the ocean are caused by the tilting of the earth toward or away from the sun, which, in turn, causes the water to sluice back and forth in season. Now, I'm not saying that mate should have known this, nor should we expect him to. But I'm sure

The author favors diamond jigs in the 2 to 4 ounce range for his mackerel fishing.

the excuse given for the poor fishing was only made to ensure a possible return trip. To that mate, his passenger was a "dummy" and therefore would believe anything told—especially if it came from someone whom that passenger respected as knowledgeable in our field. If that mate had been smart, he would have blamed the fish for deserting the area his skipper chose. (And I'm sure this is exactly what happened when the bait fish whiting depend on sought greener pastures.)

So—that's my gripe. I think we poor fishermen deserve a better shake than that. The smart fisherman will always tell you when one deals with Nature, there is no such thing as "a sure thing." As for me, I've been fishing over 60 years and I'm the first to admit I don't know a damn thing about it. I can only tell you what works for me.

So—anyway, with that off my chest, let's return to mackerel fishing.

Until a relatively few short years ago, mackerel were considered as strictly commercial fish. There were always a few sport fishermen who dunked bait for these scrappers, but the majority never considered the bonanza that awaited them. That is, not until some enterprising fishermen experimenting with mossbunker chum started a brand-new fishery.

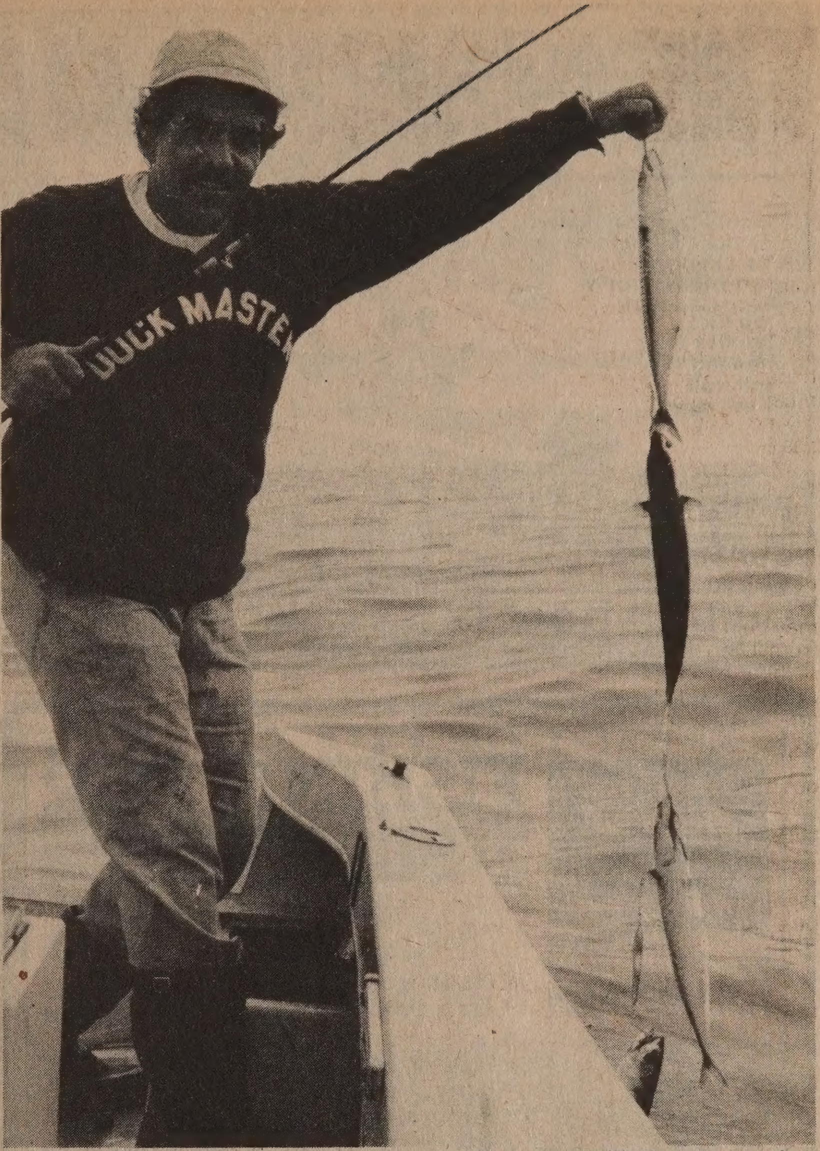
They found that not only were mackerel exciting and fun to catch, but it was difficult not to catch all that was wanted. It was a case of one zippy mackerel after another as long as the lure or bait was properly presented.

When mackerel are in a feeding frenzy, anything goes. I have caught them by using strips of wax paper and I once saw a little girl have a ball by using bubble gum, which she said she'd heard about from her brother who had read it somewhere. So, I suppose, when the fish are feeding, anything will entice them to the hook.

Atlantic mackerel are considered an ocean fish, therefore, few are caught in shallow bays, and creeks like flounder. This is why areas such as Long Island Sound make great mackerel ground. These fish need plenty of water under them.

Though mackerel are easy to catch, the trick is to locate them. Party boat skippers know just about all there is to know about mackerel fishing, but for inexperienced fishermen on their own several things should be kept in mind. Look for sea birds such as gulls and diving gannets; they can aid you in your search. Should you find them working and acting reluctant to leave as you approach, the chances are good that mackerel are under them.

There are several other methods used to locate mackerel when surface birds are not in attendance. You can do as Artie Leidecker and I have been doing for years: anchor in a likely spot and chum. I enjoy this method best of all, but you can also drift until mackerel are located and then either anchor (cautiously!) or continue the drift adding a ladle or two of bunker chum to keep the located school interested. Another method is to troll the edges of a known school—which is to me the least enjoyable way to do it. It is quite easy to spook the school when this is done, which isn't a bit fair for other fishermen in the area.



The addition of tubes ahead of your jig can multiply your catch dramatically.

As I said before, to my mind the best way is to fish in water 60 to 80 feet deep, anchor and get the bunker chum going. The chum (which is usually bought canned and frozen in a ground-up state) should be mixed with sea water to the consistency of a thin soup. This goo should be laded cautiously into the current and you and your buddies should fish right in it, not from the opposite side of the boat. This is because once the mackerel find the goodies on one side of the boat, they will not move too far from it. Those who fish away from what mackerel consider a sudden windfall in the form of chum will not be entirely out of the game, but the action will be greatly reduced.

Tackle need not be elaborate. Any medium-weight rod and conventional reel filled with 20 pound mono will do the trick. A medium weight spinning outfit will also do, but if you're on a party boat, better stick to the conventional gear. When several mackerel take hold at one time, which is more than likely and you're fishing close quarters at the rail with other fishermen, many frustrating tangles will make you wish you had gone conventional. And so will the other fishermen! Spinning tackle is best used aboard private craft.

To my mind, the best lure for mackerel fishing is a two to four ounce diamond jig. My preference leans to the lighter one. Tie this directly to the line with an Improved Clinch Knot. Snap swivels for doing this are easier to use, but unless the brass wire has been dulled or painted black, forget them. Mackerel are attracted to the glint of bright metal—which may be okay for the fish, but not the fisherman. And one more thing about

(Continued on next page.)

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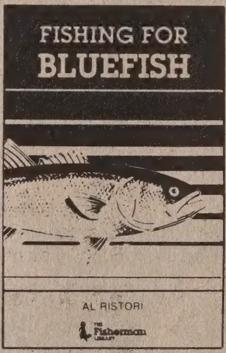

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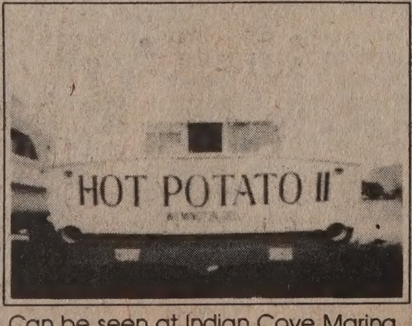

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diamond jigs: use those with treble hooks, rather than those with singles. I've always had better luck with them in the overall amount of fish caught. When using treble hooks, it is not all that unusual to catch double headers on a single jig.

While we're on the subject of double headers, those fishermen wanting plenty of action should use a mackerel tree, or several colored plastic tubes. It is then not unusual to catch double and triple headers. Personally, Artie and I never fish with more than one diamond jig. Unless there is a definite need, what in the world are you going to do with all those fish? And think of it this way, too. At the end of a good mackerel fishing day, you will indeed be pooped. Just the thought of cleaning and handling all those fish is enough to make all but a professional fish cleaner wish he'd listened to Old Matt.

The important thing to remember when using a jig or plastic tubes is to use plenty of action. Keep them in constant motion by jigging. If bait is used, this isn't too important, but when artificial lures are used, they must be given plenty of movement.

As noted before, when chumming with ground bunker ladle it overside into the current. (A pint-sized can bolted to a flat stick will be fine.) And one thing of most importance: don't break that chum line until the fish respond. This is **not** the time to grab that beer. Once the mackerel begin hitting, someone should remember to replenish the chum line occasionally. I've found from experience that once the chum line is broken, the fish rarely return. Which means you must either begin chumming again and hope for another passing school, or try another area.

Be as quiet as possible. Mackerel are extremely vibration-conscious. Don't stamp your feet or drop a heavy weight on deck. Easy does it. And not only are mackerel spooky, they are line shy, too. Use nothing but monofilament line. Stay away from heavy lines, too. If you must use this be sure to tie in a five foot leader of 20 pound test mono.

When fishing with a few buddies and you're not sure at what depth the fish are feeding, each should flash a diamond jig at different levels until the first fish is caught. This is the depth at which they are finding your chum. When the first fish is caught, before reeling in dab the line with a spot of quick-drying marker ink. Don't use knots in place of the marker ink; they will soon cut your line under pressure—you may even find it difficult for the knot to pass through the tip-top guide. Experienced mackerel fishermen often find it unnecessary to spot their lines in this manner, but until "feel" for depth is acquired, it is best to be ready with the marker.

You will find fish caught from the same school are about the same size. (This often causes pool winning problems.) Although the average sized mackerel that sport fishermen catch is one pound, or slightly better, larger fish are caught. The record for a commercially caught mackerel is 8 pounds, and I once decked one that weighed four and a few ounces. But both weights are rare in my estimation. And because mackerel from the same school run about the same size, many party boat skippers will make a stop over a wreck so that a sea bass or ling will decide the pool.

There are times when mackerel bite ravenously for an hour or two and then quit for no apparent reason. This is the time to dispense with artificial lures and rely on natural baits.

The best hook to use when using natural baits is a small flounder hook (Chestertown #10) baited with bunker hearts found in the can of chum. I tried my favorite flounder hook—a #6 regular shanked Sproat—and while it worked, I found difficulty when removing it; so it is best to use a Chestertown for this type of mackerel fishing.

If bunker hearts are not available, small slices of mackerel belly will produce. A split shot placed near the snell's loop will bring the bait down the necessary few feet. Slowly peel line off the reel and at the first sign of a bite, hook the fish. Mackerel won't toy with the bait; all you will feel is a pick which at best is barely discernible. Mackerel, not having an air bladder, can't stop and nibble. They feed on the move and must be struck at once. (Kingfish also fall into this category—that's why they strike bait with so much force.).

There are two mackerel runs off Long Island: spring and fall. Usually the fish pass by in November on their return migration to deep water off the Virginia Capes. These fish are fat and heavy from their summer feeding. The same methods used in springtime will fill the buckets. As a rule, fall mackerel do not linger too long in our area, but there have been seasons when the fish remained all winter. I recall one winter in the early 60s when codfishermen had difficulty keeping bait on as it headed toward bottom. The mackerel would seize it in an instant; and no matter where the boat moved to get away from these fish, it didn't work. Our bergall population could have taken lessons from them.

Mackerel put up a game fight. They have a powerful strike, amazing speed, will dive and make long runs, and, if you're using ultra-light tackle, will leap from the water. They fight as long and as hard as any trout of equal size. Many freshwater trout fishermen look forward to a week or two of mackerel fishing each spring. Weighted red and white streamers fished deep are readily accepted and the scrap is truly something to behold.

This spring keep your eyes peeled for the first signs of mackerel. And remember, don't be conned into fishing before they arrive. Check with experienced fishermen; if they say okay, go ahead. You'll have a ball.

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NEGLECTED PLUGS

by John Fritz

The uproar created by needlefish plugs and minnow shaped swimmers has caused some casters to overlook the still potent metal lipped swimmers.

Even before the Needlefish plug began receiving so much attention, the use of metal lipped swimming plugs was relegated to a minor role in the routine of the vast majority of plug casters. At one time plugs, such as the Atom 40 and the jointed Pikie, were a major component in the arsenal of surf fishermen when seeking cow bass. Nowadays the overwhelming percentage of beach fishermen will rely solely on the minnow-shaped plugs when circumstances dictate the use of a swimming plug. This is unfortunate for the ability of metal lipped swimmers to attract fish has not diminished. In fact, under the right conditions it will be the only lure to receive attention from a wary striped bass.

All surfcasters, even those whose interest in metal lipped swimmers is minimal, are undoubtedly aware of the trio of Atom plugs of this type. Led by the legendary Atom 40, whose dimensions read 3¼ ounces and a shade over 7 inches long, and followed by the Junior Atom, measuring 2¼ ounce and approximately 5½ inches in length and lastly, the equally effective 4 inch Spin Atom weighing in at 7/8 ounces. Of the metal lipped swimmers suitable for use from the beach, this line of plastic plugs dominates the market.

Before the use of plastic became commonplace, these lures were carefully fashioned from wood, a quality which many veteran surfmen still prefer. They feel the mass produced plugs of molded plastic do not impart the refinement and responsiveness of an article crafted out of wood, qualities which frequently seem to draw more fish. Since the retirement of such master plug makers as Dan Pickney, these plugs, for the most part, are limited to the home workshop. An unhappy situation for many because it makes it necessary to have an acquaintance with the craftsman in order to obtain wooden plugs of this type. Sadly the creations of Dan are no longer available to the general public, but his Conrad plug continues to be a favorite of jetty jockeys working the fast water in places such as the Breezy Point and Silver Point jetties. With manipulation is it possible to swim this plug at depths approaching 20 feet, a dynamite lure which is capable of enticing those cow bass found lurking near the bottom.

Fortunately for the average surfman, another excellent plug maker, Don Musso, saw fit to fill this void. Available at select tackle shops such as Augie's in Babylon, the Torpedo line of Super Strike Lures provides beach fishermen with a metal lipped swimming plug designed to fit every situation. Obtainable in two lengths, 7¼ and 6 inches, each side features a surface swimmer and a deep diver. At first glance they may seem identical, but close examination reveals a difference in position where the eye protrudes from the face of the plug. The eye of the diving plug is set near the mid-point whereas the surface swimmer has the eye exiting from the lower half of the face of the plug. A variation to remember when these plugs are mixed in the plug bag.

It should also be mentioned that Goo Goo Eyes makes metal lipped swimming plugs. Just shy of 6 inches in length, the Hustler is limited to use under ideal weather conditions, for it weighs in at only 1¼ ounces.

As a plug caster becomes more familiar in the use of these plugs he will be best able to determine his specific needs, which plug to choose when confronted with varying wind and water conditions. Secure a working selection of Atom swimmers, patronize the shop which offers Super Strike's Torpedos and keep your ears open for word of the availability of any wooden plugs of this type.

If scanty results are forthcoming, after a variety of lures and retrieves have been tried, further experimentation may be attempted by adjusting the eye of the plug. This slight alteration will change the depth at which the plug will swim. By bending the eye downward it will cause the lure to operate at or nearer the surface. On the other hand, an incline in the opposite direction will force the plug to plane at a greater depth. Although some knowledgeable anglers will re-set the angle of the metal lip itself, this practice is best left in the hands of the experts. Arbitrary alteration of this lip can ruin a productive lure, a

A collection of metal lipped swimming plugs that are neglected by many surfmen.

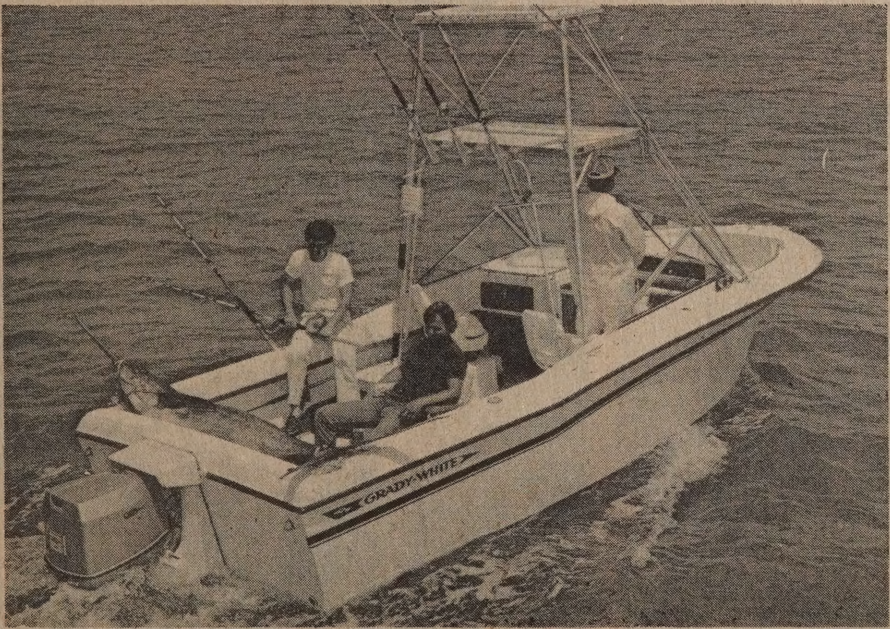
lure the designer has spent long hours testing and modifying until perfect. Even so, the bending of the outer edges of the lip, to form a right angle, is a practice which has been followed for many years. The theory being that the raised edges will increase the resistance as the plug is dragged through the water, thereby giving the plug a different swimming action. In a similar vein, plugs which are equipped wtih rear treble hooks have these hooks replaced with a bucktailed or feathered single hook. Despite the fact that this addition may further curtail the flight of a lure already burdened with a large wind resistant lip, advocates of this practice feel this is outweighed by the added undulation of the hook's dressing, for it accentuates the action of the plug.

Veterans of the surf are aware of the capabilities of this type of lure; newcomers may be somewhat skeptical. The present day surfman's reluctance may stem from the popularity of the minnow-shaped swimmers and the hot item of the past few years, the Needlefish. Furthermore, they are inappropriate when encountering adverse wind and water conditions, brisk onshore winds and a wide sweeping surf are not conducive to effective use of these plugs. These plugs are ideally suited for the latter part of the season when predators are pursuing mullet, snappers, bunker and other large sized baitfish. While Long Island's sloping oceanfront beaches may hinder the use of metal lipped swimmers, extensive areas of our shore are suited for different models of these plugs. As stated, the deep running models are favorites where the water's edge features a steeply graded shore adjacent to deep water. This is why deep swimmers are used extensively by West End jetty jockeys, for the jetty provides access to the depths necessary to work them successfully. Even though anglers working the Rockaways and Long Beach are more inclined to use deep swimmers, certain areas within the south shore inlets provide the structure required for their effective use. Democrat Point is one example of a location suited for these plugs, and it will also please those anglers unhappy with balancing on slippery rocks.

The surface swimmer is a plug whose requirements are not so limited, in fact they can be used in almost any area not experiencing rough sea conditions. The north shore of Long Island is ideal, particularly when schools of bunker are being harassed by large predators, whether they be bass, blues or weakfish. These plugs are also popular with the secret service agents plying the banks of the State Channel and its surroundings, under the cover of darkness. They may even be used under Montauk's famed lighthouse, but I recommend you choose a time when seas are relatively calm and there are few anglers perched on the rocks around you.

The normal action of these plugs is a slow, lazy, snake-like motion. The speed of the current or of the retrieve will increase the wobble of the plug, but remember, too great a motion will seem unnatural and be rejected by a wary predator. For the most part, a slow retrieve has proven most effective, but a pause followed by a sharp snap of the rod tip, to create a splash, has induced responses from otherwise reluctant fish. Generally speaking, this plug is retrieved at a faster rate of speed during the daylight hours. One veteran surfman prefers to pop the plug with every 5 or 6 cranks of the handle. After sunset slow the retrieve. Rather than an indifferent, halfhearted, constant paced retrieve, work the plug. Vary the rate of retrieve, periodically draw the rod tip backwards to make the lure dip and dart, then let it lie motionless on the surface for a moment. Keep experimenting, it will keep you attentive and it will produce more fish.

After an angler begins to use this type of plug more regularly, he will begin to learn of the numerous adaptations which are possible. They will never replace, nor are they intended to replace, such plugs as the darter or the minnow-shaped swimmer, but a supply of these plugs and a knowledge of their use is another component in the repertoire of a successful surf fisherman.



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A GRAND "OPENING"

by Dick Mermon

Here is an easy and safe way to shuck this prime flounder attractor and bait.

There are several improper methods in opening green mussels (also referred to as bank mussels) and I believe we all have tried one or another in the past. In fact, the most common modus operandi for opening a mussel is stated in a procedure that goes something like this: A: take mussel in hand; B: place mussel squarely in the palm; C: smash it on the boat's gunwale; D: pluck out the segmented yellow glob from the crushed shells; and E: try to put it onto the hook.

Now we come to strategy number two, which is very similar to that of the first, except you set the mussel on the boat's deck and step on it. Number three, could be slightly more hazardous, for this time you strike the mussel with a bat, making sure there are no nimble fingers in the way.

In all seriousness, these are the systems which have been tried and are still being employed. One proper and totally safe method is to place the mussels into a large pot, slightly covering the bottom with water, and steam them open. This causes the scallop-shaped muscle (the tiny white disk inside the two shells) to release its grip. A clam knife can then be inserted within and the meat cut free of the shell. The only bad feature of steamed mussels (and it is not that drastic) is that the succulent yellow meat becomes slightly tough and if the flounder are finicky feeders that day, they may refuse it. Furthermore, it takes the vital juices out of the mussel meat. However, some of these flavorful values can be reinstated by pouring the steamed remains into a container and soaking the mussels in it overnight.

Ah, but there is good news ahead, for I have found, after many sore fingers, cut hands, several hundred choice words and aggravating times of employing improper methods, an orthodox scheme to mussel opening and a rather simple one at that.

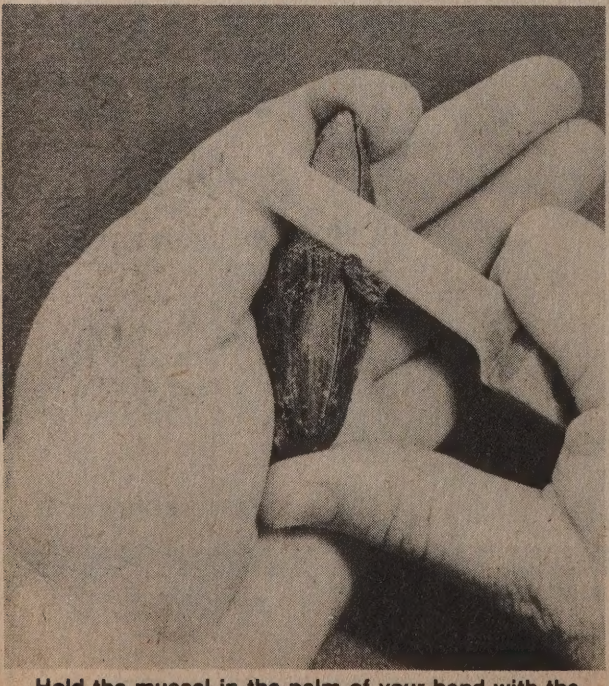
Place the mussel in the palm of your hand with the elongated portion facing up. Turn it so the attachment hairs become exposed. These are the roots which support the mussel in position as it grows within the mud bank. They are similar to the root system of a plant or tree. With a clam knife, scrape them completely off and it will expose a tiny, narrow opening between the connected shells.

The knife point is inserted into this slot at a downward angle paralleling the bottom shell and is brought forward, cutting the base string muscle inside the shell. The cut will partially free the bond between the two shells and permit the inner fluide to exit. This is the vital juice of the mussel and should be maintained in some type of container along with the meat.

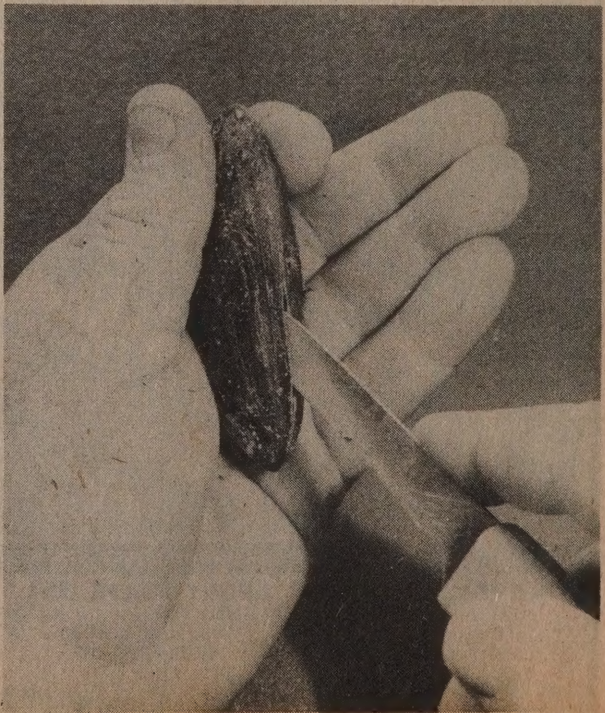
The mussel is now repositioned in your hand so that the serrated elongated portion points downward. The knife is once again inserted into the partially opened slot at an upwards angle and brought forward. This action cuts the scallop muscle, whereby the two shells can be totally opened to expose the meat.

With the knife's tip, the whole innards are cut and scraped from the shell and a final string muscle severed. The meat is then placed into the same collecting container as the juice.

After sufficient mussels have been



Hold the mussel in the palm of your hand with the serrated elongated area pointed up. Scrape away the fiberous hairs to expose the small opening between the two shells.



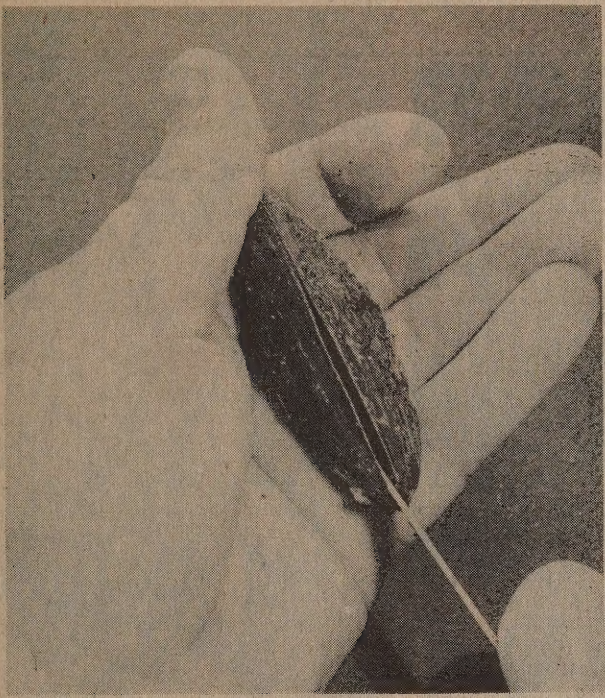
With the fiberous hairs eliminated, the clam knife point is inserted into the tiny slot at a slight angle.

opened for bait and the shells put to one side (to be used as chum), the container is refrigerated. This cold temperature toughens the mussels slightly, but never to the point as in steaming. These tender morsels can be sustained in this state for a period of no longer than two days before they begin a softening action beyond their original texture.

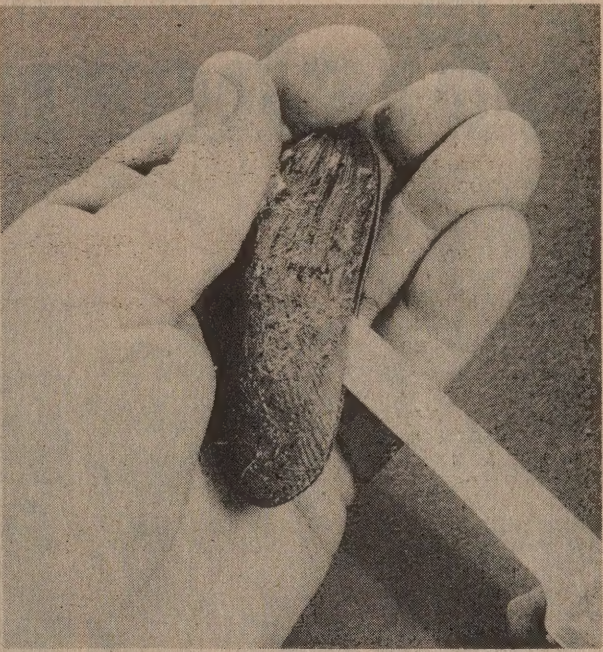
To maintain mussel meat for a long period of time, salt must be added. However, this seasoning strengthens the yellow inners to the consistency of a steamed form, and prolongs their effectiveness.

Freezing opened mussels is rather a difficult chore. It is not the freezing process that is demanding, but the meat becomes unmanageable after defrosting occurs. Salting and then freezing helps to a point, but not sufficiently to bring them back to their original form. It is still wiser to utilize all the opened mussels at one time and then "go for broke" once again with fresh ones.

Follow the instructions as I have indicated and you will become very proficient at opening this frustrating but excellent flounder bait. You will also save yourself the aches and pains of cuts, bruises and temper tantrums.

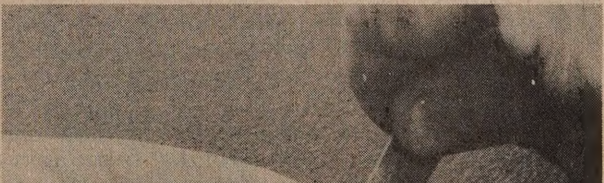


In a downward stroke, the knife will cut the string muscle at the base connection.



The mussel is then reversed so the serrated edges are pointing downward. This time the knife is angled upwards. Bring it forward to cut the scallop muscle within.

If done correct, the two shells will part, exposing a single glob of yellow meat.



With the knife's tip, the mussel meat is severed free of the shell by rimming the inside edge.

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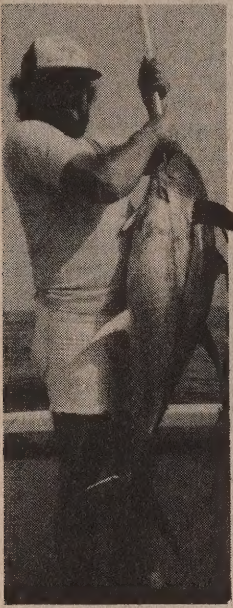

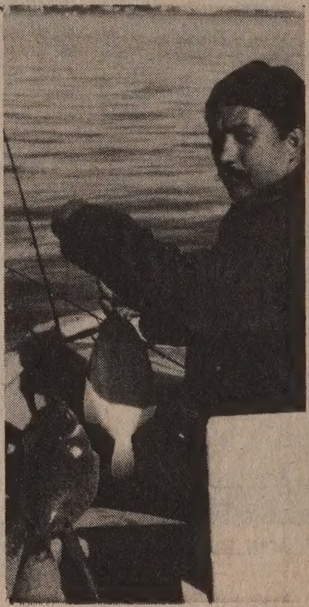

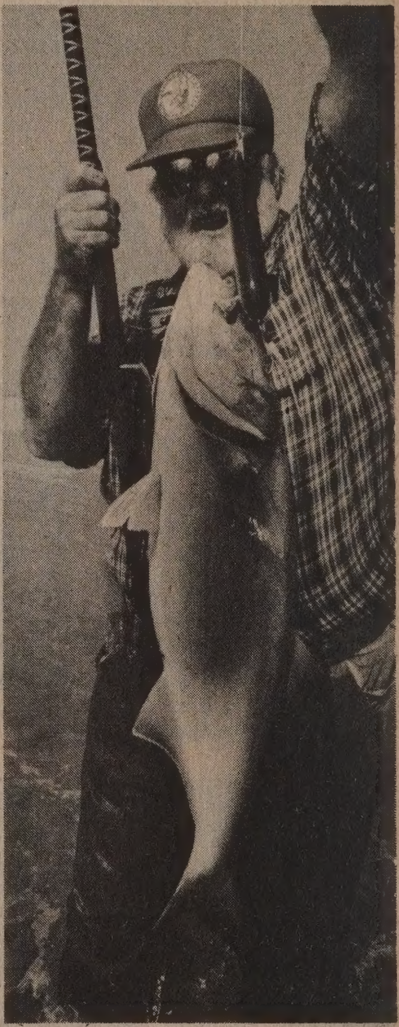

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HOW TO HANDLE BIG FISH FROM SMALL BOATS

by John B. Wilkinson

This big mako shark was taken near Reasor Wreck by author and friends.

It seems to me that there have been many articles written on techniques for rigging for and hooking sharks and giant tuna, but not much on the actual battle and problems encountered one these fish are alongside and ready to be boated. Further, many of us go offshore after these big fish in relatively small 20 to 25 foot boats. I believe this signficantly complicates things and makes it more important to concentrate on your fishing technique if you hope to land these fish. So, here we will concentrate on techniques that have worked for us while fighting a big fish from a small boat after it is hooked.

Take the situation where it's a nice day and off you go in your 20 to 25 footer in search of big sharks. Not only are you lucky enough to have nice weather and sea conditions, but you do hook a big fish while drifting the fingers south of the Resor Wreck. It turns out to be a large mako which takes off like an express train; and so begins an hour long battle on a boat with no fighting chair, no gin pole or game fish door for handling the catch once subdued. We fish from a 24 foot Hydra Sports cuddy and have had such battles. Summarized below are some ways we have found to increase your chances of boating the fish, while not completely wearing out the fisherman on the rod or damaging the side of the boat or the crew while trying to boat your monster.

So, the battle is on and although you don't have a fighting chair, you should still have some basic harness equipment for fighting this big fish. A gimbal belt is the absolute minimum. Also, a shoulder/back harness which clips to the top eyes of the reel is almost essential. Without it, a fisherman's arms would get very tired very quickly. With a back harness, you can actually let go of the rod and reel and give your arms a rest while leaning into the fish with your body. The investment for a good belt and back harness combination will be $40 to $50.

Throughout the battle, the fisherman on the rod will be using a technique called "pumping." What this involves is pulling up on the rod to, say about the twelve o'clock position and then slowly dropping the rod tip to about 9:30, **while reeling in slack line at all times**. This latter item is extremely important in my opinion. Whether fighting a 300 lb. shark, or a "smaller" bluefish (pound for pound I think bluefish can't be beat for fight!), one primary rule is **never** to give a fish slack. When given slack, a fish becomes out of control: it can chew up above a wire leader, it can run in directions you may not want it and without your keeping track, and the line may go suddenly taut applying so much tension that it may snap.

So, whether "pumping" up and down as described above, or using the boat as described below, always keep the line taut by reeling in slack whether caused by the fish running at you or by boat movement. Also, a final note on working the reel while fighting a big fish: The expert advice I have gotten is not to crank on the reel while the fish is running. This can do damage to the reel and end up in a twisted mess of line after things are

(Continued on next page.)

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over.

Many fishermen buy center consoles so that they can fight a fish around the boat without having to fire up the engine to keep the stern to it. For smaller fish this works fine and allows you to maintain a chum slick. However, on really big fish, the odds are that you will need to chase it. In any case, it may run off so much line that regaining some by closing the gap with the boat is a good idea, or it may move so quickly that you don't want to take the chance of it getting under the boat where you might get cut off from abrasion on barnacles or running gear.

Getting back to our stand-up fight (whether from a still or running boat), something that has definitely proven worthwhile on the "Erin Alanna" are the bolster pads along the inside of the gunwale. When fighting a fish, we use these for support by leaning into them with our knees, and then back with the rest of our body. We would probably still plant our knees in the gunwale without the bolsters, but we would definitely have much sorer knees from bumping up against hard fiberglass.

Now, the fish makes a lightning run and another problem when fighting such a big fish crops up: antennas and outriggers may get in the way as the fish moves quickly parallel to the boat. For this reason, we quite often don't even put our outriggers up until after the early mako run is over. All our antennas are on ratchet lay-down mounts so that they can be put quickly out of the way.

Being on the fish for awhile, the fisherman soon realizes that it doesn't take too long (maybe 15 to 30 minutes) before a big fish will bring even a strong fisherman to his or her knees. In this case we at least provide the chance to sit down. With the motor running, we keep the stern to the fish and position a cooler on either side in the stern. As the fish runs from side to side (and they do move fast!), the fisherman can shift from one cooler to the other. This provides at least some rest period where all you have to do is dig in with your heels and lean back into the harness.

With the fish near the boat, the first order of business is to make sure it is ready for a gaffing attempt. If only one minute or two ago it was doing leaps a hundred yards from the boat, I wouldn't trust a fish if it suddenly cooperates and is sitting in the water near the boat. This may still be a green fish and all hell might break loose if a landing attempt is made. If it starts jumping again, it might even end up in the boat with you!

Okay, you've been doing battle for a long time and are convinced this fish is as tired as you are. It now becomes a multi-person affair to get it under control. There should be one person with gloves to handle the wire leader once it reaches the tip of the rod (remember never to wrap the leader around your hand when bringing the fish to the boat), and another person ready with the flying gaff. Here you must remember never to have the flying gaff line behind you in the cockpit, otherwise, you may be pinned between the flying gaff line and gunwale when a mad monster trys to pull away from the boat.

The person with the gloves handlines the fish within reach of the gaff. This is done slowly and evenly. You've got all day, and quick or jerky motions might upset your trophy to be. During this time, the gaff is held ready in the water. When the fish is alongside, we sink the gaff by pulling up into the fish—which is easiest sunk into the gill area on the fish. During this time, the person on the rod should back away from the gunwale, but hold onto the rod and back off somewhat on the drag. This will allow keeping things under control if the first swipe with the gaff doesn't penetrate and a very mad monster of the deep takes off on another run.

With flying gaff in place, the next item of business is subduing a big shark. Many people carry guns for this purpose; but we feel that a bang stick which fires a point blank shotgun shell, is a bit safer to use on a small boat. We never arm it until it is outboard of the boat and we're ready to rap a toothy critter on the head with it.

Once put out of commission for good (a point blank shotgun shell does leave a neat little hole!), we get a rail rope on the fish. The next question is where does it go until we're ready to go home? Shark hide is like sandpaper and we don't want it rubbing on the side of the boat; nor do we want to run the risk of having the flying gaff head gouge the side. The easiest answer we have found is simply to position the fish forward where the flare on the bow is enough to keep it comfortably away from the hull. Added protection can also be gained by doing this on lee side of the boat while drifting. One thing we can make sure of is that the fish remains in the water: we don't want a dried up carcass when we get back to the dock and start steaking up everyone's dinner. A big fish will lose substantial weight through dehydration which is not good if it is to be weighed in a tournament.

The final item is to get the fish in the boat for the ride home. Many outboards such as mine have splash bulkheads in the stern that lay down providing a clear shot into the cockpit. We use this as a kind of fish door and simply lay it down and drag the fish in. Although we did give it a shot with a bang stick, we still don't trust big toothy characters and usually drag them in tail first so that the business end remains in the stern. Without this splash bulkhead arrangement, I would suggest using a tarp hung off the side of the boat if you intend hauling it in that way. Of course, if you get the ultimate monster (it should only happen to me!) you may have no choice but to tow it slowly back to shore.

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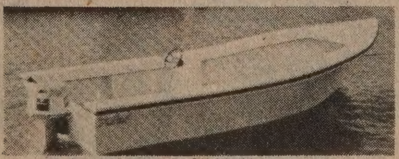

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BOAT YARD

THE FISHERMAN QUIZ

BY FRED GUARDINEER

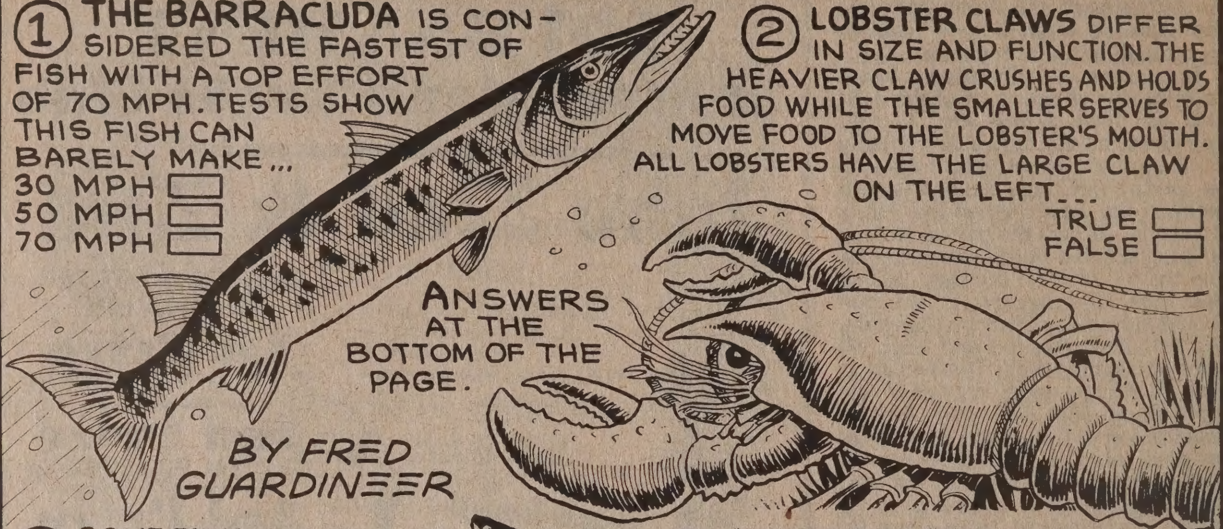
① **THE BARRACUDA** IS CONSIDERED THE FASTEST OF FISH WITH A TOP EFFORT OF 70 MPH. TESTS SHOW THIS FISH CAN BARELY MAKE...

30 MPH ☐
50 MPH ☐
70 MPH ☐

② **LOBSTER CLAWS** DIFFER IN SIZE AND FUNCTION. THE HEAVIER CLAW CRUSHES AND HOLDS FOOD WHILE THE SMALLER SERVES TO MOVE FOOD TO THE LOBSTER'S MOUTH. ALL LOBSTERS HAVE THE LARGE CLAW ON THE LEFT...

TRUE ☐
FALSE ☐

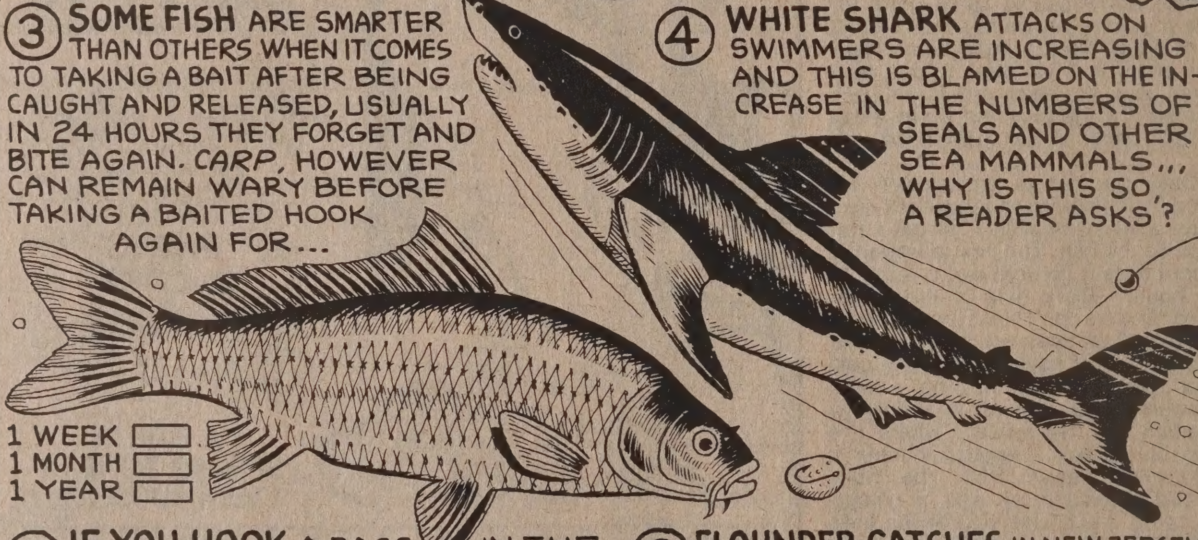
ANSWERS AT THE BOTTOM OF THE PAGE.



③ **SOME FISH** ARE SMARTER THAN OTHERS WHEN IT COMES TO TAKING A BAIT AFTER BEING CAUGHT AND RELEASED, USUALLY IN 24 HOURS THEY FORGET AND BITE AGAIN. *CARP*, HOWEVER CAN REMAIN WARY BEFORE TAKING A BAITED HOOK AGAIN FOR...

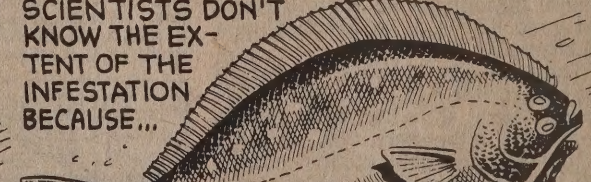
1 WEEK ☐
1 MONTH ☐
1 YEAR ☐

④ **WHITE SHARK** ATTACKS ON SWIMMERS ARE INCREASING AND THIS IS BLAMED ON THE INCREASE IN THE NUMBERS OF SEALS AND OTHER SEA MAMMALS... WHY IS THIS SO, A READER ASKS?



⑤ **IF YOU HOOK** A BASS IN THE ROCKY SECTION OF A FAST-RUNNING STREAM OR CLEAR LAKE, YOU CAN BE REASONABLY SURE IT IS A LARGEMOUTH BASS ☐ SMALLMOUTH BASS ☐ CALICO BASS ☐ ROCK BASS ☐

⑥ **FLOUNDER CATCHES** IN NEW JERSEY, MASSACHUSETTS AND L.I. SOUND MAY BE DOWN BECAUSE OF THE PARASITE *"GLUGEA STEPHANI"* THAT KILLS OVER HALF OF THE FLOUNDER IT INFECTS. SCIENTISTS DON'T KNOW THE EXTENT OF THE INFESTATION BECAUSE...



1-30 MPH. 2-FALSE. SOME HAVE THE LARGER CLAW ON THE RIGHT. OTHERS ON THE LEFT. 3-ONE YEAR. 4-FEDERAL PROTECTION OF SEALS HAS INCREASED THEIR NUMBERS WHICH IN TURN INCREASED THE NUMBERS OF WHITE SHARKS, THEIR MAIN PREDATOR WHICH MISTAKES BATHERS FOR SEALS. 5-SMALLMOUTH BASS. 6-THE FLOUNDER DOES NOT HAVE AN AIR BLADDER AND LIVES ON THE BOTTOM. DEAD FLOUNDER ARE SELDOM FOUND TO EXAMINE.

East End REPORT

with Mrs. Lorry Mangan

Montauk cod seem to be forever on the move, just when a good school is located, they vanish into the depths and have to be searched out again. A few pollock are showing up with very good catches of blackfish, if you can get through the bergalls at Cartwright. Shinnecock cod, 10 miles south of the beach haave remained reliable. Flounder seem to need a few warm, sunny, windless days to start the season in Shinnecock and the East End. However, flounder in the Peconics and Shelter Island area have been on a feeding binge even during high winds and strong tides. The first schools of bunker have moved into Shinnecock Bay.

MONTAUK

The first **Viking Fleet** combination Natucket-Georges Banks trip of the season results in spectacular catches in calm seas. Forty-eight anglers experienced great fishing. Larry Melia of Bloomfield, New Jersey won the cod pool with a 51 b. codfish largest of 40 fish in his cooler; a 45 lb. hake caught by Brad Berger of East Islip took the second pool. Dennis O'Donnell of NYC won the pollock pool with a 30 lb. fish. He caught a total of 48 fish on the trip. High hook on the trip, John Robissa of West Hempstead totaled 70 fish: 35 cod, 20 pollock, 15 hake. One large wolffish—40 lbs—was taken by Robert "Wolfman" Leise of Lake Ronkonkoma. The fish will be mounted! The boat was met at the dock Sunday night by a large crowd, including Harvy, Menkoff, many of whom immediately book overnight trips this month. Call for reservations. Remember to state your preference for dinner fare. Joyce Book will cook anything you wnat, providing you tell her in advance!

John Robissh with a 37 lb. cod and James Boucher with a 41 lb. hake were recent pool winners aboard the Montauk based, "Viking Starship."

Crag at **Captain's Cove Marina** reported very good cod catches the past week, up until Wednesday, when for whatever reason, known only to cod, catches dropped off a little. Early week catches of 60 to 90 per boat were not unusual, while since mid-week, most catches averaged 25 to 30 fish. **Mistress Too** averaged 30 fish per day, averaging 15 lbs., with a few to 30 lbs. from Thursday on. A lot of blackfish, some 8 to 10 lbs. were also caught. Best cod/blackfish action has been at both inner and outer Cartwright.

On Tuesday, unstable weather conditions prompted us to try for flounder in Lake Montauk on the **Kraken II** with Capt. Steve Mauss. Greg Maynard (Patchogue Fishing Club), Steve and I set up near Sheay's Dock, across from the Coast Guard Station in deep water. We were very selective, keeping only fish over a pound, the largest weighing in at 1 lb. 12 oz., the total catch was 50 keepers with approximately 200 taking the hook. Best activity and size was on the ebb tide. Best bait, mussels on the incoming, clam on the outgoing. Heavy chum was needed.

Jeff Eisenburg, John Fergeson and Wayne Beresford were Henry Uihlein's first customers of the season, fishing for only two hours on Sunday. The trio fished near the Coast Guard Station, using clams and mussels for a satisfying catch of flounder ranging from 1 to 1½ lbs. **Uihlein's Boat Rentals** is officially open for the season. Henry told me he was making an exploratory trip to Promised Land early this week. Call him for results of the tip.

Maureen Sennefelder at **Gone Fishing Marina** heard of good codfish action in the east side of Block Island. Capt. Bob. Storc, fished this area on his first trip of the season on the **Caprice**, wth Dr. Carmine Mandarano of Brooklyn, returning to the Marina with 25 codfish, top weight about 15 lbs.

Captain Bill Ricca found Cartwright slow on Saturday, so he took the **Alyssa Ann** to Block Island where 43 cod to 26½ lbs. were caught by Rob Marano of Queens and his friends. Capt. Ricca noted that very large sand eels—some 10 inches long, were eaten by the cod; however they were reluctant to take jigs and were caught only on clam bait. Because of the weather on Sunday, Capt. Ricca fished Promised Land for flounder, where despite a wind against tide condition, over three dozen flatties to 2½ lbs. were caught. Good weather conditions should result in great flounder here.

Ken Jastrzebski and friends with part of a big catch of cod made aboard the Montauk charter boat, "Vivienne."

Captain Richie Rade reports good fishing on the **Marlin IV** this week with Thursday the best day of the week. Frank Budinsky was high hook with 26 cod, most anglers averaged 10 to 24 cod per man. Pollock and blackfish were mixed with the catch. Captain Rade has been fishing Cartwright primarily and reports that most cod are in the 6 to 8 lb. range, with pool winners usually around 25 lbs. Pollock are still medium size averaging 5 to 8 lbs.

Gary Hall (Sonshine Fishing Tackle Co.), took 10 members of the Sachem Fishing Club, Ronkonkoma, for their annual codfish trip on the **Viking Starship** on Wednesday. The young anglers, all 12 and 13 years old, had a ball, with Richie Panacia of Lake Ronkonkoma, high hook in the club with 5 cod, most of the boys had at least two cod. Gary noted that most of the fish caught by 70 anglers that day were in the 10 to 12 lb. range, although the pool fish was 42 lbs. and a few over 20 lbs. were caught. Best bait was clam in the morning while late in the day jigs took cod. The **Starship** fished the CIA grounds.

Although cod catches slowed towards the weekend, Capt. Mike Bentevegna, Jr. located a good catch of cod for Ted Archer and a group from Grumman (Bethpage) when he took the **Pronto** to a spot southeast of Block Island. Most of the fish were in the 20 lb. range. Capt. Mike heard of nice flounder, some 3 lbs., taken near Promised Land on Saturday and is planning an exploratory flounder trip this week.

Captain Michael Potts fished the CIA area on Tuesday with Mr. Miller and his friends, for 40 cod, ranging from 8-20 lbs. On Friday, the **Bluefin IV** fished Cartwright with the Liss group from Great Neck, where 20 cod from 8 to 15 lbs., along with 12

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blackfish were caught. Captain Potts tried an offshore wreck on Saturday, where seven pollock ranging from 25-30 lbs. took jigs, while hake of 15 to 25 lbs. took bait. On Sunday Cartwright was the scene of the action, 47 cod from 5 to 20 lbs. and large blackfish were caught by a charter on the **Blue-fin IV.**

Captain Jay Rigano, (Lori-Jay) confirmed the fact that cod are moving around a lot, often needing searching out. A charter on Friday with Bill Witchey of Lindenhurst and his friends found slow fishing at Block Island, prompting Capt. Rigano to try a new wreck some distance away. The move resulted in a catch of 44 cod to 30 lbs. On Saturday, less than a dozen cod and a snowshoe flounder were caught by Bob Edson fishing at Block Island. The private craft fishing from **Star Island Yacht Club** confirmed the fact that the schools of cod seem to be constantly on the move with a crystal ball needed to drop on the fish the first time.

Captain Mike Albronde had his first trip of the season on the **Montauk** on Tuesday. Mark Tintrop, Mel Goldman, Al Akin boated 75 codfish, all over 15 lbs., with al catching the largest 44½ lbs. The trio was so elated over the trip, that they chartered the **Montauk** the following day, catching an additional 41 codfish. Capt. Mike noted that on both trips a few medium size pollock were caught with the cod. Saturday's charter caught 47 cod to 18 lbs., along with an unusually large amount of blackfish. On Friday, a trip to Cartwright resulted in 30 medium cod, which took jigs.

SOUTH FORK

When Captain Artie Lach called me last Tuesday night and said the flounder fishing was RED HOT, you better believe I was on the **wilhelric** Wednesday morning, despite 25 mph plus northwest winds. Without going into great detail, i managed 25 flounder to 1¾ lbs., Mary and Doc Clyne of Noyac combined for 32 fish to 2¼ lbs., with Mary's big fish winning the pool. Gene Pfalzer, Lindenhurst, and Jack Gleason, W. Islip, with 35 flatties. Kevin Fink, 21 flounder, his brother Darryl, 17, Denne Smith, 15, Marie Fink took life easy that day, bringing lunch. Rosemarie Fedorco, 20, Dick Brumblay, 25 flounder. We fished near South Ferry in cold, windy, wintery conditions, all fish were over a pound, with most 1½ or better.

Rosemarie and Dick returned on Good Friday to find better fishing conditions, resulting in more flounder. Capt. Lach remarked that on Saturday, catches slowed a bit, probably because every boat that could get out, was out, putting a premium on every good piece of flounder real estate. However, Sun-

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day's weather report kept many small boats in dock resulting in anglers catching so many fish on the **Wilhelric** that everyone wanted to quit fishing early. Choice bait on all trips is mussels right now. Anyone who hasn't tasted a Peconic Bay flounder is in for a treat. Since the fish feed primarily on Quarterdecks , a type of shellfish, they have an unusually sweet taste!

Donny Herman, fishing from **Bayview Marine and Tackle**, over the weekend, returning home with 40 nice size flounder, from 1½ to over 2 lbs. Best fishing was reported at Kelly's Point and Smith's Cove at slack and incomming tides. Chris Salb had reports of nice flounder activity at Mashomack Point near the osprey nest. If you keep your eyes on the nest, you will see the pair of osprey's busily caring for the nest. Mussel and sand worms were the bait of choice this past week. A reminder, the Annual Flounder Tournament will be held this Saturday at **Bayview Marine and Tackle**, with dozens of tackle and cash prizes. Call Chris for details.

Thom Speckenback at **Speck's Bait & Tackle** had very little to report from the Shinnecock area, however action in the Sag Harbor has become hot an heavy. One angler used worms, clams, and mussels on a trip on Friday, to put 75 flounder to 1¾ in his boat. Best areas include Kelly's Point, Mashomack Point from Sag Harbor, and also Cedar Point Beach just north of Jessup's Neck. Walter Bondenberger and John Licht spent a short time at the buoys at Cherry Harbor, confirming the fact that a few large flounder are showing activity towards the east.

Hank, at **Altenkirch & Son** in **Hampton Bays** talked about some larger flounder moving through the Shinnecock Canal from time to time. Flounder are still pretty reliable at Heady Creek, with a pick in the Basket area of shinnecock Bay. Anglers at Buoy 17 did well over the weekend. A good catch was made off the Greenlawn at Shinnecock Hills. Hank remarked that alot of bunker have just shown up in Shinnecock Bay, hopefully to be followed by weakfish. Offshore, cod are hanging in 105-125 feet of water, caught by anglers fishing on little "bumps and wrecks".

Rosemary, at **Corr's Mariners Cove** in **Hampton Bays**, suggests trying the Basket areas or the channel near the Ponquogue Bridge. Fishing seemed to slow over the weekend, perhaps because the bottom was pretty churned up due to the winds. Oldtimers feel that a couple of warm, windless days is all that is needed to cause a flounder feeding frenzy. All baits worked the past week, clams, mussels, and sand and bloodworms. Tony, who berths his boat at **Corr's** caught a "boatload" of cod on Easter Sunday, fishing spproximately 10 miles south of Shinnecock Inlet.

South Shore REPORT

with Fred Golofaro

The weather continued its uncooperative mood this past week, making it a perfect scapegoat for the many flounder faithful who returned from the field with less than encouraging reports. This was particularly true of Great South Bay which is currently burdened by a mid-April slump. The consolation is that this seems to be a regular occurance each spring and is usually followed by a few weeks of real solid fishing as the fish concentrate in preparation for their move offshore. Moriches Bay, on the other hand, continued to round into spring form with a number of fine catches including many nice size fish taken since last Friday. While Great South Bay action has been lacking in numbers, several areas did produce some exceptionally large flatties.

MORICHES BAY & INLET

Gary Grunseich of **Silly Lilly Fishing Station** in **East Moriches** labelled the fishing since Friday as very good, considering and despite the weather. Big fish are predominating with nearly all the fish topping the 1 pound mark and with some 2-2½ pound fish sprinkled in. The last of the flood and top of the outgoing has produced the best results with worms and mussel bait and mussel chum being the key. Those boats returning with the biggest catches all agreed that heavy mussel chum made the difference. Action is spread from Haven's Point to buoy 45 with the biggest fish coming from the Haven's Point area. On Friday, Bob and Stephen Kutch and Gene Greenstein returned with 72 nice flatties. Joe Entler and Carl

High Tide Tables

How to use tide tables: To compute the high tide for the area you wish to fish, simply find the closest area on the conversion table. Add or subtract the hours and minutes as indicated from that area station above. Example: Shinnecock Inlet . . . −0 50 is listed under "On SANDY HOOK." −0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

DAY	SANDY HOOK		BREAKWATER HARBOR		NEW YORK		NEW LONDON		WILLETS POINT		BRIDGE-PORT		NEWPORT		DATE
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
THURS.	6:40	7:00	7:35	7:50	7:20	7:40	8:20	8:30	10:50	11:00	10:10	10:25	6:30	6:45	4/18
FRI.	7:15	7:30	8:10	8:25	7:55	8:15	8:55	9:05	11:25	11:30	10:50	11:00	7:05	7:25	4/19
SAT.	7:50	8:05	8:45	8:55	8:30	8:45	9:25	9:35	11:55	11:40	11:25	11:30	7:45	8:00	4/20
SUN.	8:25	8:35	9:15	9:30	9:05	9:15	10:00	10:10	12:10	12:00	—	12:00	8:20	8:35	4/21
MON.	9:00	9:05	9:50	10:05	9:40	9:40	10:40	10:40	—	12:30	12:05	12:35	9:00	9:15	4/22
TUES.	9:35	9:40	10:30	10:40	10:10	10:10	11:20	11:20	11:25	1:00	12:40	1:10	9:40	9:55	4/23
WED.	10:15	10:20	11:05	11:25	10:50	10:45	—	12:00	1:00	1:40	1:20	1:50	10:20	10:40	4/24
THURS.	11:00	11:05	11:50	—	11:35	11:40	12:00	12:50	1:45	2:20	2:05	2:35	11:05	11:25	4/25

On Sandy Hook

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	−0 01
Red Bank, Navesink River	+1 48
Long Branch	−0 34
SHARK RIVER INLET	−0 18
Shark River Basin	+0 27
MANASQUAN INLET	−0 12
Seaside Park	−0 33
Mantoloking bridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	−0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	−0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	−0 26
Great Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 44
CORSON INLET	+0 09
TOWNSENDS INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	−0 02
Rehobeth Beach	−0 07
INDIAN RIVER INLET	+0 41
SHINNECOCK INLET	−0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	−0 56
Smith's Point	+3 28
Hart's Cove	+1 30
Pontunk Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	−0 38
Democrat Point	−0 38
Coast Guard Station	−0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville (Brown Creek)	+3 39
Heckscher State Park	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	−0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	−0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	0 00
Beach Channel Bridge	+0 38
J.F.K. Airport	+0 26

On Bridgeport

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	+0 08
Cranes Neck Point	+0 05
Port Jefferson Hbr. entrance	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	+0 05
Herod Point	−0 07
Mattituck Inlet	+0 05
Horton Point	−0 20
Truman Beach	−0 42
Falkner Island	−0 13
Sachem Head	−0 10
Branford Harbor	−0 07
New Haven Harbor entrance	−0 08
Milford Harbor	−0 07
Stratford, Housatonic River	+0 27
Shelton, Housatonic River	+1 36
Black Rock Harbor entrance	−0 03
Saugatuck River entrance	−0 01
South Norwalk	+0 10
Greens Ledge	−0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On New London

Orient	+0 36
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Three Mi. Hbr., Gardiners Bay	+0 21
Promised Land, Napeague Bay	−0 14
Montauk Inlet	−0 25
Montauk Point, north side	−1 13
Niantic	+1 20
Stonington, Fishers Is. Sound	−0 33
Noank, Mystic River ent.	−0 23
THAMES RIVER	
Smith Cove entrance	−0 01
Norwich	+0 12
CONNECTICUT RIVER	
Saybrook Jetty	+1 10
Lyme, highway bridge	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On Willets Point

Little Neck Bay	−0 10
Execution Light	-0 06
Manhasset Bay	−0 01
Hempstead Harbor	−0 11
City Island	−0 03
Rye Beach	−0 28
Port Chester	−0 09
Mamaroneck	−0 08
New Rochelle	−0 24
Davids Island	−0 02

On Breakwater Harbor

CAPE MAY POINT	−0 10
Miami Beach	+0 17
East Pt., Maurice River Cove	+0 53
Egg Island Point	+0 33
Cape Henlopen	−0 05
ROOSEVELT INLET	+0 09
Mispillion River entrance	+0 33

On New York

Jersey City	+0 07
George Washington Bridge	+0 46
Spuyten Duyvil, W/RR bridge	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburgh	+3 42

On Newport

Sakonnet	−1 10
Tiverton (between bridges)	+0 21
Beavertail Point	−0 02
Prudence Is., Sandy Point	+1 10
Bristol	+1 10
Warren	+0 21
Nayatt Point	+0 12
Pawtucket, Seekonk River	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	−0 08
Point Judith Hbr. of Refuge	−0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Block Island (Old Harbor)	−0 14
Watch Hill Point	+0 44

Sunrise/Sunset

DAY / DATE:		RISE:	SET:
THU.	4/18	5:14	6:45
FRI.	4/19	5:13	6:46
SAT.	4/20	5:12	6:47
SUN.	4/21	5:11	6:48
MON.	4/22	5:10	6:49
TUE.	4/23	5:09	6:50
WED.	4/24	5:08	6:51

Moonrise/Moonset

DAY / DATE:		RISE:	SET:
THU.	4/18	4:46AM	5:17PM
FRI.	4/19	5:06AM	6:17PM
SAT.	4/20	5:27AM	7:17PM
SUN.	4/21	5:50AM	8:19PM
MON.	4/22	6:17AM	9:21PM
TUE.	4/23	6:49AM	10:24PM
WED.	4/24	7:28AM	11:24PM

Moon Phases

NEW	1st Qtr.	FULL	Last Qtr.
●	☽	○	☾
4/20	4/28	5/4	5/11

The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

	AM		PM	
	Minor	**Major**	Minor	**Major**
Thurs.	3:30	**9:30**	3:40	**9:50**
Fri.	4:05	**10:05**	4:15	**10:25**
Sat.	4:40	**10:40**	4:50	**11:05**
Sun.	5:20	**11:30**	5:40	**11:50**
Mon.	6:05	**—**	6:30	**12:15**
Tues.	6:55	**12:45**	7:20	**1:05**
Wed.	7:45	**1:35**	8:15	**2:00**
Thurs.	8:40	**2:30**	9:15	**3:00**

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Weber put away 42 big flatties on Sunday fishing at Haven's Point.

Over at **Hi Way Fishing Station** in **East Moriches**, Al Lassen Jr. spoke of fair action on Saturday in the buoy 27 area with a number of boats returning with 25-30 flatties. On Sunday there was good fishing between buoys 42 and 45 with bigger fish predominating at these eastern spots. The larger flatties also showed a preference for mussel bait and chum and incoming water. In general the majority of the fish range between 1 and 1½ pounds.

Capt. Ron Schlueter of the **Moriches** open boat **Alma** reported good fishing since Friday with nice size fish the rule. He thought most of the fish taken in recent days have averaged around 1¼ pounds with 2 pounders not uncommon. Friday's pool winner was Roger Grogan of East Patchogue with a 2 pound 10 ounce flattie. Best action has been on incoming water. A reminder that this week kicks off the annual Alma Flounder Derby. It will run until June 30th and you can call Ron for more details. (See ad.)

Not all the Moriches Bay news concerned flounder. A quartet of Moriches Anglers Fishing Club members ran 10 miles south of the inlet to take 25 cod on Saturday. Don Thompson, Frankie Whelan and Steve Antonoff joined Tom Montalbano aboard his 'Sea Turtle'. The fish ranged from 5 to 17 pounds with one blackfish thrown in for good measure. Tom reported a calm ocean and offshore water temperature of 44 degrees.

GREAT SOUTH BAY/ FIRE ISLAND INLET

Based on our reports, the Barrett Beach-Davis Park stretch of Fire Island had the edge in the numbers game where Great South Bay

SEATUCK COVE
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BAIT

Dennis Wagner and Helmut Arndt with 65 flatties taken from the Quogue Canal back in March. The pair fished out of Seatuck Cove Fishing Station in Eastport.

flounder were concerned this week. Unfortunately a good portion of these fish were on the small side.

Paul Graniello of **J & J Tackle** in **Patchogue** confirmed this and added a word for the Smith Point Bridge area. He said that some flatties were taken in this area but most were small. Some small tommy cod were mixed with the flatties to the east of the bridge and a few larger flatties were found opposite the mouth of Forge River. The local docks continue to produce a pick of small fish and a second small weakfish was netted in the East Island area this past week by a West Sayville gillnetter.

From **J & R Sports Center** in **Oakdale**, Al Colban reported a catch of 20 flatties to 1½ pounds for Larry Owens and Roger Fogarty aboard the 'Mystic Lady'. They fished near buoy 2. On another trip last week, the pair worked west channel to the tune of 35 flatties. On Sunday Joe Poniziri and Jim Gedess corraled 21 flatties off of Heckscher including one that while not put on the scale, appeared to be well over 2 pounds. Al summed up the floundering for the week as generally slow.

Carl Miller of **Smokey's Tackle Shop** in **Bay Shore** labelled it a real quiet week with flounder fishing in a current slump. He noted that several better anglers tried on a number of occasions this week and managed no better than 8-12 fish per trip. The uncooperative weather has not helped the flounder fishing either. Carl did note that some nice sea run trout have come from the tidal reaches of the Connetquot over the past week.

Over at **Captree**, Capt. Carl Passero of the open boat **Miss Captree** lamented the slow fishing of the past week. He called the weekend action decent but had to run east to the Fire Island Pines-Barrett Beach area to find any numbers. He figured the keeper ratio in the area at 50/50. The skipper noted that all of the action has been in water so shallow that the open boats have been scraping the bottom with their keels. On Saturday, a J. Lopez ran away with hi-hook honors with 32 keepers. Four members of the Hess family of Queens totaled 53 keepers on Sunday's trip. On a positive note, Carl relayed word that one charter boat reported on the air on Sunday that he had done a good job on the fish in the Clam Pond area which is much closer to the dock.

The **Captree** charter boat **Sea Bird** reported 150 flounder for RHG Electronics Corp. on Sunday. Capt. Joe Evans reported slow fishing until 1PM with most of the catch coming in the afternoon. He too fished well east in the bay. On Sunday, a group from Waldbaum's accounted for an estimated 50 keepers for a ½ day trip. They had quite a few throwbacks as well. The skipper reminded that he still has some choice open dates available for the spring.

George Stevenson of **Babylon Fishing Station** called to report a slow

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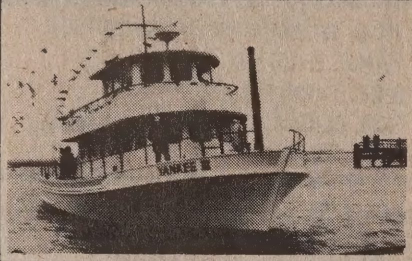

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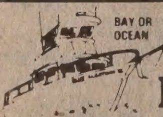

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weekend on the business front. He did have one good flounder score from the weekend to report. On Saturday, Mr. & Mrs. Tom Tyls nailed 40 flatties, most in the 1-1½ pound range fishing just east of Fox Creek in the State Channel. They used clam and corn chum and worms. Last week a couple of locals by the name of Terry and Richie accounted for an equal amount of flatties near Snake Hill Channel. Their catch was topped off by a 2.4 pounder.

Capt. Bob Newbauer of the open boat **Miss Babylon** spoke of a slow pick of flatties throughout the bay. The only saving grace of the action has been that anglers have been compensated for a lack of numbers by a few real quality fish.

Tom Healy, speaking from **Augie's Tackle Shop** in **Babylon** found just enough time Saturday afternoon after his stint behind the counter to put away a 2.3 pound flounder fishing in Baldwin Bay. Same day, Tom Hauser returned with 28 flatties up to 2.2 pounds from the Heckscher Park area. Bob Harvey fishing aboard the **Pooka** on Thursday counted 13 flatties up to 1¼ pounds for his day's efforts. Fishing was done on the Bay Shore flats. Tom added a second hand report from a shorecaster who told of an estimated 10 pound blackfish taken from the Oak Beach shore near the Sore Thumb.

A poor week of floundering said Mike Andreani of **Lindenhurst Bait and Tackle**. The weather of course played a factor with even a good fishermen able to manage only 6-8 flatties in most cases. His only good flounder report was second hand and concerned a catch of 80 flatties taken in the Oak Beach area (inlet side). Mike had a word of caution for boatmen running the Babylon Cut. One unfortunate boatman discovered that the shoal on the SW corner of the cut (SE corner of Grass Island) reaches further into the channel. There was no pole marking the end of the bar so be sure to give it a wide berth when turning west into the State Channel.

Over at **Bob's Bait and Tackle** in **Amity Harbor**, Bob Vitale noted that the fishing has been off but nonetheless, a few of the better flounder sharpies used heavy mussel chum to put together several decent scores. Last Thursday, Dick Kissel returned with 35 flatties up to 2¼ pounds from the Amity Cut. He used worms and mussel chum. Same day, Don Lander returned with 3 dozen flatties topped off by a 2 pound fish. He used mussel chum and bait and worked the State Channel behind Grass Island. On Saturday, Fred Walters put 30 flatties to 2 pounds aboard his 'Reel Affair'. He worked the West Channel area. Bob noted that the size of some of the fish being taken has compensated for whatever the fishing has lacked in numbers. A pair of Squaw Island Fishing Club members headed to an offshore wreck on Saturday. Tom Wiswall and Ken Schmeider

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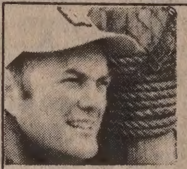

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returned with a ½ dozen cod up to 18 pounds.

Speaking from **Comb's Bait and Tackle** in **Amityville**, Marie Combs noted that while the number of flounder have been down, many big fish are being weighed in. Mussels and worms have been accounting for most of the recent action. Marie named the Amity Cut, Squaw Island, West Island and Massapequa Cove in her report. Tom Schubart, Richie Kopp and Frank Fiore teamed to take 20 flatties in a couple of hours time Sunday morning. Using mussel chum and bait near the Amityville Cut produced the fish including 8 in the 2 pound range.

Speaking from **Edelman's** in **Farmingdale**, Frank Pristera noted the size of some of the flounder being taken in recent days. He too mentioned the lack of numbers. Amity Cut, Bergen Point and Snake Hill Channel have had their share of the bigger fish. Arty Rode, aboard his 'Bali' accounted for just 15 flatties on the weekend. Half however were pushing the 2 pound mark according to Frank.

West End REPORT

with Stu Miller

The waters have been warming and the winds have been blowing on some days and so catches this week were dependent on conditions. From aroun Thursday on, catches of flounder took an upswing as the winds diminished some, with a lot of bigger fish in evidence. We're also getting wind (no pun) that mackerel will soon be moving into the area, with macks now being caught off Manasquan Ridge on the Jersey side.

WEST END BAYS/ JONE'S INLET

From the Seaford open boat **Chinco III**, the skipper told of picky floundering early in the week with things breaking loose starting Thursday. Dick Schmidt had 76 good flounder while many other fares had catches in the 40s. Friday and Saturday were very good too, with high hooks into the 50s. Sunday was a little tough with the easterly winds creating a grass problem. Mussels have been the number one bait and both tides have been producing.

From **Pop's Fishing Station** came word that catches were good all week when the skiffs could get out, which happened to be mostly on the weekend. Areas east of the Wantagh

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Frank Bueninghaus and his son Carmine with 82 flatties taken on the flats bordering Reynold's Channel. The father and son team fished out of Ed's Fishing Station in Pt. Lookout.

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bridges were best including Squaw Island and the holes immediately west of the bridges. Walt Eckhoff , Ernie Welch and Joe Paradiso had 97 flatties among them on worm-mussel combos on the flood tide. Heavy chumming was the key. Bill Gunzell and Len Composto totalled 41 flounder and a tiny cod working Massapequa Cove. Flounder have been running 3/4 to 1 lb.

From **Wanser's Tackle** Lon said that lots of his customers went out and caught fish all through the week and weekend with best areas being Massapequa Cove, Squaw, Rowboat, Alley, west of the drawbridge, Shoreville Park and 4 Corners with chumming a must. There were a lot of throwbacks right up to fish of 1¼ lbs.

From **Causeway Tackle** in Wantagh came word that Merrick was hot this past week from Rowboat Alley to the golf course, outgoing tide best on mussel and worm. Friday saw Seaweed and two pals nail 45 flatties up to 3 lbs. 1 oz. Bob M and two friends had 40 flounder to 1¾ lbs. with heavy chumming. Squaw Island was slow on the weekend but good Wednesday through Friday. Fifty-six was the score Thursday at Squaw for Joe, Chris and Frank on mussels and worms. Lou and son hoisted 33 to 1½ lbs. fishing 8 feet of water. On Saturday Joe Tat and Bob were happy with 84 flounder to 2 lbs. at Massapequa Cove. Mussel and worm bait along with heavy chumming on both running tides did it. Walter and two pals managed 97 fish at pole 81 in the state channel.

Word out of **Garan's Tackle** just east of the Meadowbrook Parkway passes the word that local hotspots this week were Haunts Creek, Rowboat Alley and Fundy Creek for flounder on bloodworms and mussels with clam chumming a must. A few blackfish on green crabs at the Meadowbrook Bridge on slack water. Mackerel are on the way said Gary, having gotten the word from a customer who's been fishing for them out of Jersey. Mrs. Batsche scored with a 3¼ lb. flounder this week taken at the S-turn in Merrick Bay.

Moving over to the Freeport area, we hear from Capt. Sy Carlin of the **Blue Fin Fleet** that his party Saturday had a good flounder catch fishing the area from Oceanside to Merrick Saturday with fish nice sized. Pool fish was taken by Jerry Stigle, a 1¾ lber. Jerry and George Marti of Hanover Bank both tied for high hook of the week. Bloods, mussel and clam all worked along with plenty of chum. Sy said the snack bar now open on his dock is open 7 days a week until a half hour after sunset.

Due to unfavorable weather conditions, the **Starstream II** only made it out one day this week on the special offshore codfish trips. On that one trip 15 cod to 15 lbs. were caught and about 50 nice blackfish to 7 lbs. The last of these trips will be this thursday. Starting Friday of this week, skipper Richie Kessinger will be sailing for mackerel daily at 6:30AM. Solid catches have been reported at Manasquan Ridge.

The big news concerning the **Capt. Al** which is detailed in his full page ad in this issue is about the move of the boat to Point Lookout, after 3½ decades of sailing out of Freeport. As far as we know, Al is still sailing for flounder. See ad elsewhere in this issue.

Captain Tony Presto of the charter boat **Capt. Joe** called to tell of Sunday's trip for the Franklin Elmont Fishing Club which on Sunday despite wind and cold which made fishing tough, the club managed 45 good flounder to 2 lbs. with a few fish on every drop, concentrating in the Freeport area. Bill Henhenker took the pool. Mussel, worm and clam all worked but heavy chumming was a must. The fish were muddy, evidence that they were digging in as protection against the shots of colder water pushed in by the winds.

From the **Freeport Boatmen's**

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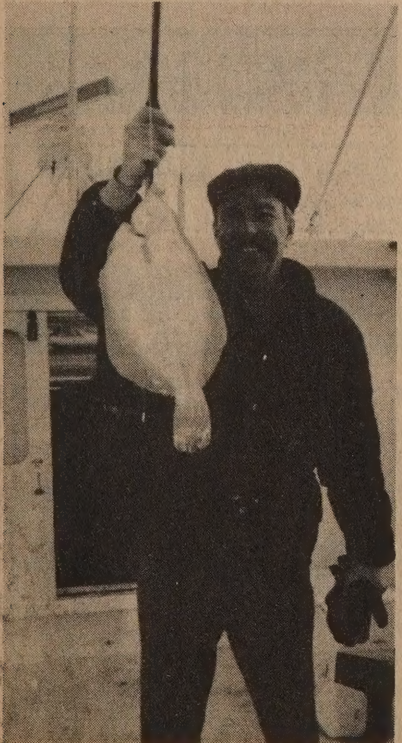
Say you saw it in THE FISHERMAN

Michael Sandhaas decked this 33 lb. pool winning cod aboard the Freeport based open boat, "Starstream II."

Association, we learned that the association's charter boats and the **Super Spray II** had good floundering on the weekend, fishing Reynolds Channel, Garretts Lead, and Jones for fish mainly from 1½ to 2 lbs.

In nearby Point Lookout, the **Miss Point Lookout** told of days this week of varying very hot or very cold flounder action, depending on conditions. The last of the ebb was strong all week with worm-mussel combos working best in Reynolds for mixed fish to 2 lbs. Wednesday saw Mitch of Farmingdale with 35 fish. Bill Beckmann of **Beckmann's Tackle** in Lynbrook was high hook and pool winner with a 1¾ lber. Wed. AM. In the PM, Dennis Murphy decked 30 flounder including a 2 lb. pool winner. Thursday's PM trip was excellent with 34 fish high hook. Tony Valani was happy with 25 and the pool. Saturday's AM trip saw a 2 lb. 4 oz. pool winner for Marty Walsh. The PM trip saw Sal, a regular with 17 fish including the pool. Sunday was slow in the AM, but on th PM trip Joe Sipos had 23 flatties plus a 2 lb. pool fish. Tuesday's PM trip saw Joey and Karen Specht with 30 good flounder while Earle and Matt French was satisfied with 39.

From the charter boat **Marie III** comes word of Saturday's crew trip for a pick of flounder in Reynolds and Shaffer Creek totalling 60 fish for captain and mate from 1 to 1½ lbs. on mussel and worm. Sunday's trip for the Double T Fishing Club worked many drops in Garretts Lead along



Bill Grant with a huge 3 lb. plus flounder taken in early March aboard the open boat, "Miss Point Lookout." Bill hails from Seaford.

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with buoys 17, 19 and 20 in Reynolds Channel. The pool fish was caught by Phil Delaney , a 2 lb. 3 oz. specimen. Runner up was Brian Kearney with a 1 lb. 13 oz. flounder. There were many 1 to 1¾ lb. fish. All the fish came up muddy. Ebb tide in the AM was best.

The word out of **Scotty's Fishing Station** was that Joe Goloo and Brad Foster had flounder to 1¼ lbs. on mussel and worm at buoy 17 in Reynods. At buoy 20, Tom Doyle bagged a 2 lber. while Nyla Amato was satisfied with 24 fish from 1 to 2 lbs. taken in the flats west of the Point Lookout bridge. Both tides have been working.

Saturday was a red hot day for skiffs out of **Ed's Fishing Station**. Frank and Carmine Boeinghaus of Woodhaven totalled 50 flatties fishing sea dog creek and the flats on bloods and mussel chum. Jeff Nagler and Lou Zarzana of Brooklyn made 22 flounder on mussel and mussel chum. Carl and Leo Koenig of Freeport totalled 32 fish from 1 to 2 lbs. working Reynolds on bloods and mussels. Incoming water was best. Frank Prucha and Jack Miller of Flushing had 53 fish fishing buoys 17 to 19 in Reynolds on bloods and mussel chum. Verrazano Rod and Gun Club on Sunday had 8 boats out. Paul Salonia and sons Ralph and Fred had 30 fish fishing Reynolds, fish up to 1½ lbs., taking high hook honors for the club. Louis Gonzales Sr. and Jr. and Ray Acedo of Brooklyn has 65 flounder fishing buoy 20 in Reynolds on mussels and bloodworms.

Out of Island Park, the open boat **Commodore** told of big flounder now being caught. High hook for the week was 21 fish averaging 1½ lbs. going up to nearly 3 lbs. The shallows have been working best for these big fish and catches are averaging 10 a man. This, despite the touchy weather. Clem said different stages of the tide are producing on different days with the old staples of mussel, worm and clam working just fine.

From **Long Beach Boat Rentals** come word that flounder action picked up Friday and Saturday as the Proline and dory rentals had fair scores at various locations through Reynolds Channel. Best spots were buoys 5, 9 and the railroad trestle. Mussel and sand worm combos work best with chumming a necessity. Fish have been big from 1 to 2½ lbs. on both tides.

Down at Atlantic Beach Al at **Reynolds Reef Fishing Station** told of flounder in Garretts Lead, buoy 5 off the firehouse, Duck Point and just east of the ABB at the mussel beds. Also the Magnolia Blvd. pier has been producing some flounder and herring catches.

We hear from **Beckmanns Tackle** in Lynbrook that flounder have improved in numbers and getting bigger with lots of 1 to 2 lbers. being caught. Reynolds channel has been hot and there are lots of big fish around.

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Young Lennie Mormino, Jr. used a bucktail pork rind combo to take this 13½ lb. striper from Gravesend Bay on Halloween day. Subscriber photo.

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NEW YORK BIGHT

Over in East Rockaway, **Skippy's Bait and Tackle** advised the flounder action picked up from Thursday on and have been good sized up to 2¼ lbs. Shallow areas such as Hog Channel and the Oyster beds have been hot, along with Nums Creek. Mussels have been the hot bait. Some spotty blackfish starting. Skippy has green crabs in stock. Reports of mackerel scattered offshore and at Manasquan Ridge off Jersey.

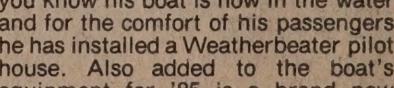
To the west in Sheepshead Bay, Wee Willie at **Mikes Tackle** advised that the **Pastime II** had loads of flounder this past week fishing locally as has the **Flamingo III** with fish to 2½ lbs. Blackfish has been excellent on the Jersey side, on the **Pilot II**, while very good mackerel catches have been made this week at Manasquan.

We learn from Capt. Al Coley aboard the **Betty W III** that Saturday's mackerel trip saw excellent catches made at Barnegat, Shark River, Manasquan and Klondike to the tune of 50 to 60 macks a man and the action is only starting.

A brief message left on our answering machine by the **Elsie K III** advised that the flounder action was good to very good all week fishing the Navesink flounder.

A call from Capt. Butch of the **Zephyr** also told of a good pick of flatties all week. Friday fares fished Cedars in the afternoon taking big fish. Saturday in the AM good catches were made of 1 to 2 lbs. flatties, working off the ammunition pier. A few 3 lb. fish were also taken and a huge flounder estimated at 4 lbs. broke off as it was being swung over the rail with the angler having made the mistake of not calling for the net. Butch sees the outside activity now starting.

Captain Mike Brumm of the charter boat **Daybreaker** has asked us to let you know his boat is now in the water and for the comfort of his passengers he has installed a Weatherbeater pilot house. Also added to the boat's equipment for '85 is a brand new colorscope. Mike is now booking 1985 trips. See ad for details.



North Shore REPORT

with Marty Garrell

Again weather kept crowds on the sparse side with very light traffic on many eastern party boats. However, flounder action remained torrid for the early season and stations east to west kept repeating that this was one of the best seasons in many years.

WESTERN SOUND

John Palmieri at **John Gun** in **New Rochelle** said that the small boat fans and the liveries were enjoying excellent shoreline action on the New York-Connecticut shoreline. Catches totaled 60 or more flatties per boat, and hot spots included Hudson Park, the five Islands, and Mamaroneck. There were a few short bass at the mouth of the Hutchinson River taken and released by sports using Rebels. Turtle Cove was the scene of this activity.

Pete Pearson of the **Klondike VIII** was working the big boat up and down the New York side and finding decent catches off Bayville, Center Island, and Matinecock. Worms are the bait of choice. Easterlies made Sunday's fishing picky in sloppy conditions, however.

Jacks Bait on **City Island** had a good Saturday and a rough Sunday. One Saturday sailor had 27 flatties in the ¾ to 1¼ pound class off Glen Island. Worms were used without chum and the fish are in shallow water. Rough weather kept the rentals tied up on Sunday. The **North Star** enjoyed a good week overall with the better action on Saturday. Catches over 20 keepers per fare were not unusual.

Phil Nasi at the **Glen Cove Sport Shop** was still raring to go for this first bass jaunts at the end of the month. He described some very good flounder fishing off Bayville, Lightingtown, and in Dosoris Pond. Nasi told us that he had 11 flatties over ¾ pound in a catch of 35 fish. Everett Johnson and Artie Miller had a couple of fish over one pound, too.

NORTH SHORE MID-ISLAND

George Valentine at **Four Winds** said that there were tons of small flounder off the docks and in the bays with fish in the ½ to 1 pound class outside on the Sound. Marshall Field, Asharoken, and Eatons were popular

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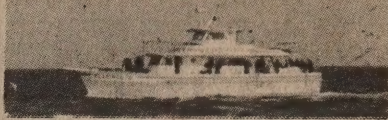

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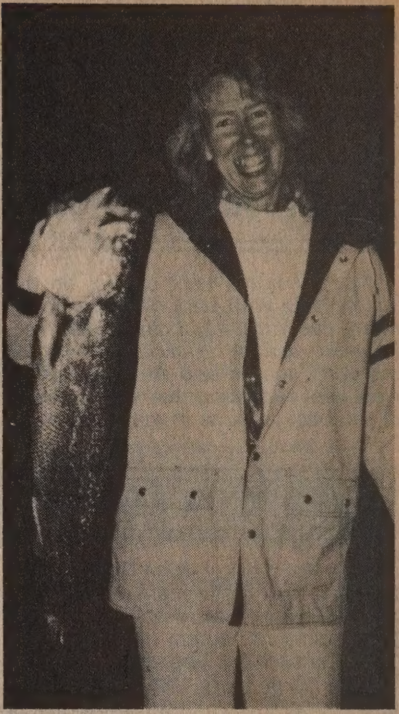
when you could get out, and the Coast Guard Station and Target Rock were also good on incoming water. Sand worms were the bait of choice. Billy Collins was planning to work on the **Ever Ready** until the 28th when he's taking his first charter of the season.

The **Greenlawn Sport Shop** described great action with some nice fish off Sand City and 100 yards off Asharoken. The Duck Island side of the former was recommended. **Bowmans** said that there were loads of flounder from Eatons to the shore on the Asharoken strip with the harbor head also blackened with flounder. Incoming water was recommended.

Tim Caraftis at the **Caraftis Fishing Station** in **Port Jefferson** told us that there were lots of small fish in the harbor with the outside starting to produce a few larger flounder. The zone from the inlet to Flacks Pond was worth trying. The **Rocky Point Fishing Stop** described a catch of fish off the southeast corner of Buoy 11 that had a two pounder in the box. The fish in Pirates Cove ranged up to a pound, while those at the Mount Sinai Harbor Inlet were somewhat larger. Tom Brady had a little blackfish off Herritt Point and there were some 2 pound flounder east of the shoreham Pipe around Wading River.

Al Sturges at the **Complete Angler** in **Miller Place** spoke of the first blackfish, a couple of husky tautog off Cedar Beach, and said that flounder fishing was very good all along the beach to Rocky Point.

The Sandbar off Setauket Harbor and the Setauket hole were still producing well. Hatchery stocking at Yaphank was producing a bonanza for freshwater anglers there.



LIF subscriber Barbara Lehmann of Setauket nailed this 9 lb. weakfish, her first, in the Sound off of Port Jefferson. She used a white jelly worm/lead combo to take the big tiderunner.

Ralphs in **Mount Sinai** said that the harbor fishing was not bad and that there was some action along the beaches. Inside fish were half the size of the outside flatties, and sharpies chummed mussels. A catch of 10 fish over 2 pounds with one 3.12, and another catch with a 4.4 snowshoe flounder were cited by an expert who fished the Shoreham area.

NORTH FORK

Art White at the **A.P. White Bait Shop** called the flounder fishing "beautiful...the best in years" after weighing a 2.9 flattie on Sunday. His only complaint was the slow business which has been the consequence of bad weather and bad weather reports. Phones were ringing off the hook on Sunday with party and charter boat reports of flatfishing in the Eastern Peconics, and some of the features were the following.

Richie Jensens **Nancy Ann** had 12 fish over 2 pounds on Friday and too many to count on Saturday. Biggest fish was 2.8. The 562 Fishing Club had over 15 flatties per person.

Larry Proter of the **Brand X** had loads of flatties in the 1½ to 2 pound class with catches of over 30 total per person not unusual. Butch Filbert had

37 fish Wednesday, and Mike DeGregorio had over 20 fish that day.

Dan Buckley of the **Nancy Ann II** had a haul of fish well into the hundreds on Saturday with a super Thursday, too. Four anglers swamped with flounder were Ben Picinic, Howie Volz, and Al and Jack Frost. High hook could run 40 including throwbacks, as it did for Dave Parker on Saturday.

Pete Izzo of the **BoAnne** put two familes, headed by the Kellers into 70 fish on Saturday and found 35 flounder to 2.11 for Pete Murray and sons on Sunday. Izzo still has dates open for his six person groups.

John Rainis' **Blue Albatross** had a good weekend with a splendid catch for Al Goldberg's party. Dick Dovner was high hook, and the biggest flatfish of the weekend was 2.12.

The action described above took place all around Shelter Island and in Southhold Bay with South Ferry, Conklins, and Cedar Beach Point all cited as productive. The turn of the low water was best and much of the action was in 18-20 foot depths. There are lots of ¾ to 1¼ pound fish mixed with the big ones.

Ace Cottral at the **Port of Egypt** informs us that hte station is renting skiffs on the weekend now and will be renting on a daily basis after school is out in June.

Captain Martys had hot fishing on ¾ to 1¼ pound fish in the South Race on the slack water with catches of 2 dozen or more per boat. Nassau Point became a slow pick over the weekend and late last week with only an occasional fish over 2 pounds mixed with smaller flatfish on the incoming. A dozen per tide there was the norm per boat. Roses and Whalebone were most likely better bets.

Ed Kopack at **Warrens** mentioned a few mackerel in the Orient traps along with tons of early bunker. He said that the western Peconics were much the same as last week with River Mouth, Indian Island, and Red Cedar still fishable.

The **Mattituck Fishing Station** had some boats out working fish in the tow pound class from the bungalows to

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Robert Rossomango Sr. and Jr. and Chris Lucas Sr. and Jr. with 41 beautiful flatties to 2¼ lbs. taken at Nassau Pt. on mussels. Photo courtesy of Capt. Marty's Fishing Station in New Suffolk.

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Levons. Charlie Caraftis said that most catches ranged from 4 to 12 fish in 12-15 feet of water. However, there were some scores made to the west on larger fish, too. One fish of 4.1 was weighed at the Station, this snowshoe came from a spot west of the pipe.

On Saturday, Steve Galgano of Old Brookville and Lorry Mangan fished on the **Sherlock** with Matt Hazan of Yaphank, looking for some big Eastern Sound flatties. Their efforts were rewarded with a slow pick of flounder, 28 in all, every fish over 1½ lbs., with four of them pushing the 4 pound mark on the boat scale. Best bait was clams and mussels at low tide, with sandworms the choice bait on the incoming tide. Heavy mussel chum was necessary. Location, 12 feet of water, just west of Northville.

The **Mattituck Inlet Fishing Station** has just put its boats in the water and awaits better weather.

Freshwater REPORT

with Tom Schlichter

Despite the fact that school was out for most youngsters, relatively slow action characterized the majority of this week's freshwater reports. The water temperature in most lakes and streams is still cold and this seems to be holding things back a bit. Some fishermen are taking decent catches but the word is that they are working pretty hard to achieve any real success.

Charlie Beckman of **Beckman's Bait and Tackle in Lynbrook** said that the only action he was aware of this week was of some small sized largemouth bass being caught and released by local youngsters in the Grant Park area. An occasional three pounder is also mixing in and the fish have been responding to lures or nightcrawlers.

From **Causeway Bait and Tackle** in **Wantagh**, Mike Nicoletti reported that the blustery winds killed alot of this weeks fishing as many anglers gave it only an hour or two of effort. He did hear, however, that some good yellow perch action was being had in Eastern Freeport Resevoir.

Over at **Lindenhurst Bait and Tackle**, Mike Andreani termed this weeks action slow. A few pickerel in the 20-25 inch range were taken on spinners from Southard's Pond in Babylon but little else to speak of.

Gill Bergen over at Connetquot River State Park felt that despite heavy fishing pressure action has been pretty good. Offered as proof positive is the catch of a 4 lb. brown trout taken by Warren Ray and a 2½ pounder creeled by Max Warren. Fishing has been especially produc-

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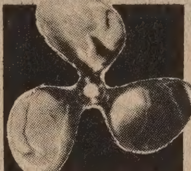

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tive on the main pond and at station 21. Some rainbows to 1½ lbs. and quite a few brookies in the 2 lb. class have rounded out the action.

From **J & R Sportshop** in **Oakdale**, we learned that trout fishing in Sayville's Mill Pond and Patchogue's East and West Lake has produced a steady flow of 8-11 inch trout. Flys have been outproducing bait. A few nice fish were also checked in from Connetquot River, among these were Mike McGraph's 3 lber. taken on a worm. Jim Gettis of Brentwood and Joe Puzio of East Islip fished the park with Al Coben on Wednesday taking three nice brookies to 2½ lbs. Between them, Puzio and Gettis also released 21 fish while Al managed only a small brown.

At **J & J Bait and Tackle** of **Patchougue**, John reports that West and East Lake have finally been stocked. Trout are also being taken regularly from Cannon Lake but the fish here are still small. A few big pickerel are being caught and released in the Mill Pond. John asked me to pass on that he has set up a VCR in the shop and for the next week will be displaying some of the new bass and fly fishing tapes now being stocked.

Mike Venuti at Caleb Smith State Park on the Nisseqogue River called this weeks fishing a little slow. On those days when the wind was down and the sun was out, the fishing was good for brook and rainbow trout. Some fish are rising to dry flies but most anglers are sticking to streamers.

At Southaven Park, Mary Gallo noted that the waters had been restocked with two year old trout and fishing has been quite good. Biggest brown trout this week was a 17 incher taken by William Poillon. Plenty of 15 and 16 inch fish were also landed. A good number of rainbows are mixed with the browns.

From the east end of the Island, George Devlin of **Fisherman's Deli** in **Riverhead** relayed word that Mike Jacobs of Wading River fished Forge Pond on Saturday and hooked three pickerel up to 4 lbs. on sassy shad lures. Mike also released four largemouth bass. Bill Loud of Bayshore and Paul Marter also scored well with bass and pickerel using rooster tail lures to take two bass and three pickerel. Joe Brown also fished Saturday and released three pickerel and a bass.

Bill Johnson of **Odessey Charters** in **Rochester** called to say that 3-8 lb. trout are still hitting well in Lake Ontario eight to ten miles east of Rochester. A few salmon in the 10-12 lb. range are also being caught. Most of the fish are being culled from 5-20 foot depts. Look for water temperatures in the low forties for the best results. While most of the lakes shallow water is only 39 degrees, Bill feels that the action should pick up in the next three weeks as the water continues to warm. All we need is another degree or two to get the ball rolling on the open lake.

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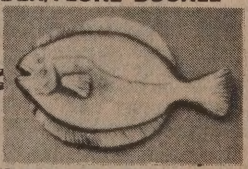
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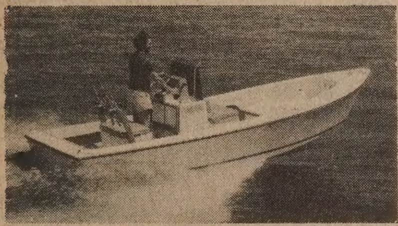

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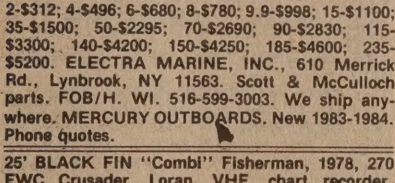


26' Custom Striker. Fully set up for offshore, giant tuna fishing. New Volvo TMD 40, 300 hrs. Custom trailer, This boat has it all. DAWN, 516-668-9056.

WANTED: Johnson Evinrude Outboards. Any cond. Will pick up. Used parts available. 516-981-6487.

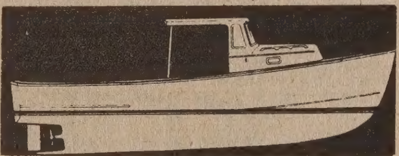
All 1985 EVINRUDES—Sale prices w/extended warranties. MARINELAND, Long Beach, 516-889-5000.

GRADY WHITE 24' 1981 Offshore, tower, encl, 235 hp Johnson. Trailer; Loran; compl. electronics. Winter cover. Many extras. Offers. 516-581-1133.

1971 BROWNING Fiberglass 18'. Rebuilt 70 hp Evinrude, new galv. heavy duty trailer. Well maintained. Original owner. Moving to larger boat. $3800. 718-969-8607.

BUYING? Selling? Deal direct & save! Free listings of boats "For Sale by Owners." AMERICAN BOAT LISTING, 516-379-6278.

1982 GRADY WHITE Tournament 2.6 liter OMC Sea-drive. Low hrs. Custom canvas, dual batt., SW washdown, digital depth finder, 95 gal. fuel, hydraulic steering. Warranty. Priced to sell. 516-741-2174. 516-728-4730.



Capt. John DeMaio is selling the Montauk based charter boat VIVIENNE. A 1980 30' Repco hull made of solid fiberglass w/353 Detroit Diesel engine; 3 GPH cruise. This proven fishing machine is in perfect working order & is presently fishing. Compl. boat a bargain at $23,000. New boat on its way. Must sell by end of spring. 516-668-5130.

30' SEA Ray 1979 Weekender, 330 hp Mercs. T/T, VHF, CB, recorder.
Striker 1977 - 37' aluminum, half tower. Full fish catchin' boat, teak cockpit, twin 671Tis. Radar, Loran, VHF, temp. Bridge, release riggers.
Uniflite, 1974 Salty Dog w/pipewelders full tower. Twin 225 FWC Chryslers, Loran, water temp, auto pilot, VHF, CB. Good well built offshore fishing machine.
1976 Bertram Flybridge, T-454 FWC. Outfitted for serious fishing.
SEA JAC BROKERS, 516-728-4220/6627

25' BERTRAM 1962. Repowered; used 1/2 season. New twin 2.6 OMC Sea-Drives. Needs fiberglassing. $14,000 or offers. Trailer $900. 516-728-0002.

1981 AQUASPORT 200XF, 1982 200 hp Mercury, compass, depth finder, CB. CG Pkg. $14,500. Eves: 516-298-8290.

AQUASPORT 1979, 19' 6" cuddy, 185 OMC I/O, PT&T, VHF, chart recorder, dual batt. Full canvas. $8500. Days: 454-6700. Eves: 423-2867. Ask for Tom.

23' SEA CRAFT 79 cuddy, 235 hp Evinrude. Full canvas, Loran, recorder, VHF, knotmeter, DF, TT, dual batt. Porta-Potti, outriggers, live well, wash down. Much more. Mint. $19,500. 516-271-0226.

40' Chris Craft Flybridge Sedan, wood
38' Striker 671Ti
38' Elco Aft Cabin Pilot House Cruiser
17' Boston Whaler, 90 hp. Fish rigged
45' 1973 Hatteras, tower, awlgrip, 871 Tis, Fla.
26 Bonita I/O 233 hp
31' Bertrams; several available
30' SeaRay Weekender
2 - 28' Luhrs Sedans - fiberglass
28' Uniflite Salty Dog, twin gas, tower
24' Aquasport, I/O, cuddy + outboard
23' Sea Bird, twin I/O
23' 236 Mako, 235 Evinrude, Loran
22' Penn Yan, flybridge
21' MFG, open sport
Brokerage—Insurance: Yacht delivery, donations
Call SEA JAC BROKERS, Jackson's Marina, 516-728-4220/6627. Tom or Chris.

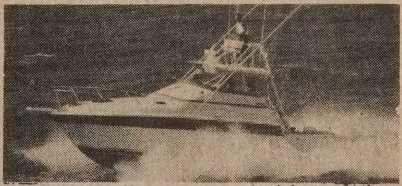
1981 EVINRUDE 200 hp. Used 2 seasons. New water pump. Mint cond. $3300. Eves: 718-634-9250.

1968 CHRIS CRAFT Lancer 23', glass 225 hp, Volvo I/O. Rigged for fishing. $5000. Eves: 718-347-6527. Wknds: 516-283-1197.

JOHNSON 84s & 85s. Get their price—then ours. No gimmicks. Save $$. SEALAND, 516-541-6950.

27' SPORTCRAFT, family, 1982, Turbo 260 Volvo Penta diesel. Economical 300 hrs., VHF, digital depthfinder & speedometer, AM/FM stereo cassette. Many extras. Excl. cond. Eves: 718-699-9045. Days: 212-838-4316.

1981 Century 5000, 23', 228 Merc. Less than 100 hrs. Full canvas & electronics. $15,200 Neg. After 6PM: 516-546-2879.



LUHRS 340—offers more standard features than any other Sportfisherman in her class, including the welded aluminum tower, compl. w/console. In Stock. Also dealers for Sportcraft—IMP—OMC Sea Drive; OMC Stern Drive; Johnson; Mercruiser. SPELLMAN'S MARINE, 1708 North Hwy, Southampton, NY 11968; 516-283-7907.

USED PARTS

Large inventory, reconditioned Evinrude, Johnson, Mercury, OMC sterndrive. Lower units, housings, gears, blocks, starters, power packs, props. KELLY'S OUTBOARD WORLD INC., 516-567-3417.

STARCRAFT

1985 12-26' Aluminum skiffs, consoles, cuddys, DAVE BOFILL MARINE, 790 North Hwy, Southampton, NY 516-283-6736

Continued On Next Page ➡

MAKO
EVINRUDE®
BOSTON STYLE WAHOO!
★ WHOLESALE ★ RETAIL ★ EXPORT ★ WHOLESALE ★ RETAIL
AL GROVER'S • (516) 379-7100
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30' REPCO, 1983, 150 hp Isuzu diesel 160 hrs. Solid glass, heavily built Maine Lobster Boat. Doc. 9 tons, dual batt & tanks, power hydraulic steering, Bowmar alum. deck plates, 15' cockpit. Foam flotation, 2 V-bunks, 4 gal/hr at 15 knots. Full electronics, rigged sport. All new '83. Many extras. 201-482-7862. 8-10PM.

Brand new 1984 GRADY WHITE 20' 204C Overniter, 150 VRO Johnson O/B—only water tested. 10 rod holders, compass, instruments, Si-Tex & VHF. Porta Potty. On board washdown. Super Cox trailer w/spare & winch. $21,700. 516-588-2199. Ask for Pete.

20' MAKO 1982 150 hp, Hyd. steering, 90ch VHF w/scanner, 500 W recorder; Loran C, Ste Temp. gauge, stainless steel prop; 2 brand new 85 amp Surrette batt. Many extras. Very good cond. Will demo. Best offer. Eves: 516-239-2477. Days: 516-431-0399.

42' USCG Inspected Vessel, 36 pass. capacity. Drydocked May '84. Now fishing daily. $25,000. After 7PM: 516-475-0604.

1976 26' STAMAS FBSF, 2/6 cyl. Chrysler I/Bs. New canvas & electronics. Very clean boat. Can be seen in Plainview. $21,900 Negotiable. 516-822-2559.

1974 19' PENN YAN cuddy, 115 hp Johnson PT&T. Full canvas; electronics, riggers. Breakaway trailer. After 6PM: 516-324-3458.$4500.

DEMO SALE

SEA OX 23' cuddy 200 Mariner O/I. Full canvas. Many options. Sale Price—$18,900. VILLAGE MARINE, 516-298-5800.

'83 AQUASPORT 286XF, twin 255 Commanders, FWC, 4 batt., TT. Full canvas cover, macerator, engine sync, X-15 recorder, Maxi VHF, depth finder. Great boat! $53,000. 212-724-3851.

1983 GRADY WHITE Tarpon 19' 115 Evinrude, PT&T, DF, compass, VHF. Full canvas. Downrigger. 1985 Cox EZ Load Trailer. 324-0220.

POINTER—Maine Built; nothing fancy. Just quality. Self-bailing Sportfish, commercial/utility. 18' utility hull only $3995. 21' utility hull only $5595. 21' offshore Deluxe, console, bunks, canvas, rails. $9495. On display WHITE WATER MARINE, Sayville 516-589-2502.

1983 CHAPARRAL 19' 3'' Beam 8' Bowrider 115 hp O/B Merc. PT&T. 30 hrs. Purchased new 1984, SS Prop. Full canvas. Like new. In water; will demo. $8900. Days: 718-366-7191. After 7: 516-223-8676.

1982 22' GRADY WHITE Walkaround cuddy, 1982 200 hp Evinrude, VHF, compass, depth finder. Many extras. $16,900. Boat kept on L.I. Sound. Wkdys: 201-829-7695. Eves: 201-461-8670. Ask for Al.

17' Center console, 75 hp Mariner. Water ready. $6200 BAYHEAD MARINA, ''In the Head of Jamaica Bay,'' Rosedale, NY 718-525-5724.

MUST SELL! 1984 28' Chris Craft Catalina Express, 2/230 Mercruiser I/Bs. Under 20 hrs. Sleeps 6. Still under warranty. All fiberglass, Ritchie compass, Unimetrics Seacom VHF/FM radio, deluxe camper canvas, Si-Tex depth finder, fume detector, auto. fire extinguisher in bilge. Dockside power, T/T, hour meters, 115V/12V refrig., stove-2 burner alcohol/elec. Head w/shower & sink. Teak swim platform, hot & cold water, dual wipers, Olin flare kit. Extra 12V outlet, more, more. Boat documented. Must sell. Wife not into boating. Only $43,500. Boat on No. Fork of L.I. 212-696-1963. Wknds: 516-765-3060.

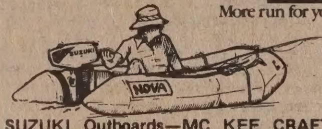
1980 ANSWER 21' center console 85 Johnson w/trailer & power winch. Canvas Bimini. Many extras. Original owner. 516-399-0531.

1968 ''23'' Uniflite, 225 Chrysler, FWC, new 1981, 400 hrs. Brand new trans, new Morse steering, dual batt., TT, elec. winch, auto bilge, spare anchor, spare prop, Si-Tex 256, CB, VHF. Full canvas. $6000. After 5PM: 718-961-1598.

28' GROVERBILT 1984, fast board; 150 hp Lehman diesel. Loaded. Low hrs. Eves: 516-883-0577.

1982 22' GRADY WHITE Walkaround cuddy, 1982 200 hp Evinrude, VHF, depth finder. Other extras. $17,000. Days: 201-829-7695. Eves: 201-461-8670. Ask for Al.

SUZUKI OUTBOARDS
More run for your money.



SUZUKI Outboards—MC KEE CRAFT Boats. INFLATABLES: Sea Eagle, Nova & Ampac. Summer dockage—winter storage. KREMER'S BOATYARD, Seaford. 516-221-8877.

CHRIS CRAFT Fisherman 25'x10', twin 130 hp I/Bs FWC. Electronics, hydro steer, T/T. More. Must sell. $16,000. 718-634-9483.

SEAWAY BOATS 17-26 center & cuddy. Commercial & Pleasure O/B I/O Inboard. VILLAGE MARINE, 516-298-5800.

RENKEN 80 17' Bowrider, 120 FWC Volvo, w/Galv. trailer, P/Winch, DF, CB, compass. Garage kept. Mint. $6700. 516-795-4269.

31' BERTRAM 1980, twin V-504 diesels. Low hrs. Loaded. Excl. cond. 516-763-2291.

Save on your next Sportfisherman. Great selection at South Florida prices. NAUTICAL SERVICES YACHT SALES, 305-832-3230.

GROVER 26 1977 6 cyl. Ford, rear controls, Si-Tex. $22,000 Firm. After 6PM: 212-885-0523.

1979 GRADY WHITE 24' Weekender. Mint cond. 235 hp I/O low hrs. New outdrive, dual batt, T/T, Loran, depthfinder, compass, canvas. Shoreline EZ roll trailer. Asking $16,500. Eves: 516-878-1961.

SKIMMAR 1972 12' Fiberglass Skiff. Good cond. $250. Evinrude 1976 9.9. Very good. $450. 516-681-6119.

1979 SHAMROCK Cuddy cabin, 225 hp engine. Full canvas, 2 depth finders, swim platform. Great offshore boat. Asking $11,500. Call: 727-3115.

36' Custom Harris 79/84 twin J&T 4-71 TIs. Low hrs. Tower, Rybo riggers, fighting chair, tuna door, generator, A/C, constavolt, livewell, SW washdown. Custom electronics box, standard maxi VHF, northern SSB Northstar 800 Loran, Morrow Loan, Furuno ADF. Furuno colorscope, Dytek Sea Temp. Jenson stereo. $105,000. Days: 201-772-4200. Nights: 201-891-6700.

BOAT TRAILERS: EZ Loader. All sizes in stock. Immediate Del. Priced right. SEAHORSE TRAILER, Glen Head, NY 516-676-5313.

1983 25' SEA DEVIL 2.6 Litre V6. Used one season. Trim tabs, wash pump, twin batt. Full canvas; DF, VHF, Si-Tex CR. Much more. Must sell; new boat coming. 567-7905. 798-4747.

Pair 350 CI 250 hp. Full FWC engines & transmissions. Low hrs. Excl. Demo; warranty. Offers. 516-825-2222.

20' SHAMROCK 1976 Cuddy Cabin, FWC V8 215 hp. Low hrs. Loaded. Needs canvas & cosmetic work. $8975. 516-283-2183.

1969 35' MAGNUM, 2 - 330 hp Mercs. Loaded for fishing. $65,000. After 6PM: 212-824-7553.

23' CORRECT CRAFT center console I/B. T-top, canvas, electronics. Offshore rigged. Trailer. $17,000. Eves: 516-399-2681.

SEA CRAFT 20' center console, 1982 115 Johnson. Canvas, trolling bracket, galv. trailer, power winch. More. $7800. 378-2148.

Evinrude 1979 175 hp V-6 motor power heard in excl. cond. Needs lower unit. With controls. Eves: 581-5964.

LIKE NEW

33' CONCORDE Custom refinished & updated in '83. Only thing original is her hull. Completely rigged for the serious fisherman or cruising. Work & equip. too numerous to list. Call for details. $58,000. Days: 516-744-1707. Eves: 516-587-4029.

BOAT ONLY—80 Proline 17' Center Console. Stainless lined fish box, chart sounder. Highlander trailer. $3100. 516-669-0443.

FOR SALE: 1982 200 hp Evinrude engine. Low hours. $3500 + $200 winter storage charge. 718-625-3921.

ONLY $8080

21' STEIGER CRAFT w/90 hp Mercury. Commercial & pleasure models. MARINELAND: Mattituck, 516-298-4020. Long Beach, 516-889-5000.

1978 POINTER 18, 1982 70 hp Evinrude. Low hrs. 2.5 gal/hr. Fishbox, Cybernet VHF 55, King recorder. $7250. After 6: 516-599-5890.

20' RENKEN 1980 cuddy cabin, 200 hp Volvo V-8, 305 cu. in. Chevy eng.; 280 outdrive & FW rinsed. All new canvas, TT, VHF, depthfinder, Stereo, Porta-Potti. Compass, dual batt. & more. Excl. cond. in both running & appearance. Ready to go! $7600. 212-892-7857.

EXCELLENT RESALE VALUES

1983 Dell Quey Dory 13', 35 hp Johnson, swivel seats & benches. Custom spray hood, rod holders. Low hrs-$4300
1979 Mark-O 18', 1981 55 hp Johnson center console. Extras-$5000
1973 Cruiser Inc 16', new 1984 70 hp installed-$4600
1968 Sea Ray 17'. Boat only; any motor combo-$1400
1965 Chris Craft 15'. Boat only; any motor combo-$850
1979 Mark Twain 19' OMC 200 hp I/O-$5000
1984 Baja 16'. Boat only; any motor combo-$3600
1985 Grady White 204C, 1983 150 hp Johnson Demo + helm cover-$15,965
Wellcraft 1984 V-20 2' 6''-8'' beam, Johnson 140 hp cuddy-$12,975
Lots more new & used .. available. Cross over the bridge & save.

EDDIE'S MARINE SERVICE CORP., 210 Bch. 2 St., Lawrence, NY 11691; 718-327-3168.

SEA RAIDER 17', 75 hp Mariner. Both brand new! $6299. Water Ready. BAYHEAD MARINA, Rosedale, NY. 718-525-5724.

1983 TOPAZ Sportfisherman, 29', twin Volvo diesels, tuna tower. Compl. electronics. Canyon equip. 280 hrs. on boat. Immaculate. $85,000. Eves. after 7PM: 516-581-6933.

25' GRADY WHITE 1983 Trophy 9½' beam, 260 hp Mercruiser I/O. FWC, trim tabs, dual batt. Hard top; full canvas. Much more. Asking $33,000. Wkdys: 203-642-7548. Wknds: 401-364-3927.

21' HYDRA SPORTS center console, 200 hp Mercury O/B, ice chest, T-Top-$14,995; 24' Hydra-Sports, cuddy cabin, 200 hp Yamaha, Hydraulic steering, pulpit, ice chest, canvas. Many extras-$17,995; 25' Hydra-Sports, center console, 2-150 hp Yamaha O/Bs, hydraulic steering, Washdown, recirculation system, tackle compartment-$24,950; 25' Hydra-Sports, center console, 220 hp Yamaha O/B. Extras-$19,950. BAYSIDE MARINE & AUTO, 1227 Horseneck Rd., Westport, MA. 617-636-5844.

FOR SALE: 2 Used 215 hp Merc-Cruisers I/B. Compl. or will divide for parts. Eves: 516-979-6086

BERTRAM 26' Twin 6s, Lowrance X15, flasher, Si-Tex Loran, outriggers, VHF 50 channel radio. Many extras. $21,500. Days: 914-965-2622. Eves: 914-968-8962.

1982 GRADY WHITE 224 Offshore, 225 Mercury OB. Very clean. Low hrs. Apelco radio & chart recorder. Full loaded. Price to sell. $18,500. Eves: 914-476-3370.

Great 15½' Bass Boat; good 17' Bowrider-for fishing. Also, folding 2-man Kayak. 516-271-6133.

GROVERBUILT 26 '80 Sportfisherman, 120 hp Lehman diesel 660 hrs. Tiller, rear controls. Simrad Loran, VHF, CB, Si-Tex recorder, sea water temp, digital depth, speed & distance. Pulpit, gin pole, outriggers & chair. $25,000. Ready to go. AL GROVER'S, Freeport, NY 11520. 516-378-0510.

1979 F.L. TRIPP 22' Complete Angler, 305 C.I. FWC I/B. Forward & stern controls, DF, VHF. $12,900 Negotiable. After 6PM: 765-5675/5395.

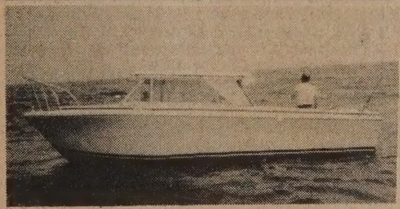
1983 25' SEA DEVIL 2.6 Litre V-6. Used 1 season. Trim tabs, wash pump, twin batt. Full canvas; DF, VHF, Si-Tex CR. Much more. Must sell; new boat arrived. $21,500. 567-7905. 798-4747.

23' 11'' FORMULA. New engine. Rebuilt Volo Outdrive. Loran, depthfinder, VHF, CB, white line recorder. Hyd. trim tabs, 15' outriggers, compass. Bimini top. Canvas top & side curtains; 7 rod holders. $10,000. 516-368-3852.

22' ANACAPRI Family Fisherman, cuddy w/head, 165 OMC I/O, full canvas, dual batt., SS Prop. Si-Tex DF, Richie compass, baitwells, rod holders, 53 gal. fuel. Lo hrs. New water pump, outdrive. Just services '85. Very good cond. $5800. Days: 516-536-6260. Eves: 516-379-3882.

1984 PRIVATEER 21' 6'' 8' 4'' beam. 1984 150 VRO Johnson w/extended warranty. SST Prop, digital DF, VHF, Furuno recorder. Under 100 hrs. In water. As new. Eves: 516-569-0815.

SACRIFICE/Illness: 19' THUNDERBIRD Tri-Hull walkthru 150 Merc O/B depth finder, dual batt. Full instrumentation. Custom canvas; much more. Must see. Sells itself. Best Offer 718-769-3621.



23' JOHN ALLMAND H.T. cuddy cabin, OMC 155 hp Economy I/O, VHF radio. Twin batt, T/T, canvas. Many extras. Immaculate. $7000. 516-239-0687.

38' 1979 BERTRAM Flybridge convertible, lower steering sta., 555 Cummings, 875 hrs; 7.5 KW Onan radar, VHF, depth, log, fish finder. Never fished. Good cruising boat. Not rigged for fishing. $150,000. Call Al Lunt, 305-832-5868.

22' MANNINO Cuddy, 470 Mercruiser I/O; 50 hrs. Depthfinder, knotmeter, VHF. Loaded; excl. cond. $9900. Days: 516-581-8805.

20' WELLCRAFT center console, deep V hull, new canvas. New DF, CB & more. Mint. Needs motor. $5400. Eves: 718-376-2796.

21' STARCRAFT 1981 center console, Evinrude 135 hp, Shoreline trlr; CB, DF, swim platform. Much more. Very clean, fast fishing boat. 516-331-9320.

ELECTRONICS: VHF, CB, Outriggers, 40' Bridge release-$700. Mufflers 6''-Offers. Deck Box, big one. 516-728-6627.

1982 EVINRUDE O/B 4.5 hp. Like new cond. $350. Bill, Days: 212-575-0335. Nights: 718-649-2477.

1973 MARLIN, Aluminum trailer. Full mooring cover. Excl. cond. $2500. 516-277-5185.

MUST SELL—NEW BOAT ARRIVED
18' LARSON, Fiber, 85 hp Evinrude. New gas tank & controls installed 1984. O/B & boat both in excl. cond. Maintenance free. Many extras. Asking $2250. After 6PM: 718-649-2477.

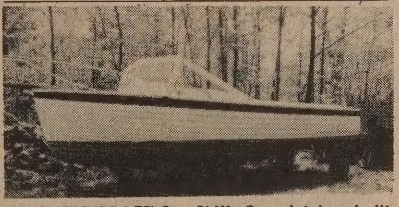
Must sell: 44' Charter Boat certified 34 + 2 passengers. 671 diesel, flush deck. $12,500. Days: 215-688-3293. Nights W/E: 516-599-1232.

1980 SEA CRAFT 23 Sceptre cuddy. Last boat built by original SeaCraft. Purchased late 1981. Twin 225 hp Mercurys, SS props, Nelco Loran, Mecca paper & digital recorder. Standard Horizon, VHF, Ritchie compass, Pompanette fighting chair, T/T, Morse controls, hyd. steering, 5 rod holders, outriggers. Full gauges. New Bimini top, plus new canvas top, side curtains, drop curtains. Also new mooring cover from windshield to motors. Teak rod racks. Less than 200 hrs. on motors. Everything like new. Boat in water; will Demo. $25,000. 516-536-2382.

WANTED—Used boats & motors. We also broker & survey boats. PALMER MARINE, 516-623-2972.

BOATS FOR SALE By Owners. Free detailed inventory. Call 7 days. No commission. 783-1769 24 hours.

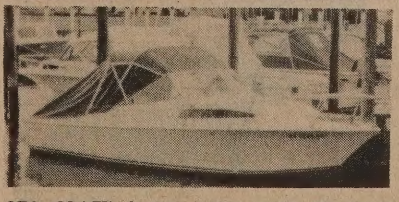
APOLLO 1977, Formula hull, 175 hp OMC I/O. SS Prop. Low hrs. CB, DF, AM/FM Stereo. Compass, outriggers, remote spot, electric anchor. Dual batt., full canvas. In water; will Demo. $9800. 516-764-3834 Eves.



28' CHRIS CRAFT Sea Skiff. Completely rebuilt. Glass topsides. Custom rails & pulpit. FWC. Mahogany interior. Needs paint. $1500 or Best offer. Eves: 878-2502.

519 MARINA IS HOUSECLEANING AGAIN
Something for Everyone, Boats, Trucks, Cars.
16' Glastron 60 hp Evinrude
19' Glaspar Bowrider
1971 Ford Pick-Up
1951 DeSoto Classic Sedan
1967 Mustang Convertible
21' Bayliner 125 FWC
22' Workboat, 4 cyl I/B FWC
1972 International 4WD - plow
22' Bayliner Cruiser I/O
20' Chapparal 115 Merc
22' Manino center console
19' Executive cuddy
23' Truscott cabin wood-$350
22' Larson Cruiser I/O
16' Chris Craft Runabout, trailer
28 Chris wood skiff, twin I/Bs
Come check out these items. All are here, on land, sea & air. We also accept VISA or Mastercard. 519 MARINA Copiague, 842-1579 AM. 842-7865 Weekends. Trades available.

30' SPORTFISHERMAN, wood. In very good cond. FB, dual sta., 4 GPH diesel, Loran C & VHF. Must sell; buying new boat. Best offer OVER $6000. Boat is in water. Turn-key operation. After 7PM: 516-668-4492. An excl. pinhooking boat.



SEA CRAFT Seafari cuddy cabin 20. Super economical 140 hp Mercruiser. New elbow & manifold, engine mounts, etc. Outdrive rebuilt '85, incl. coupler. New full canvas & also cushions in cuddy, fold-out mini galley. Dual batt., recorder & radio. Old paint stripped off bottom & fresh paint, new boot stripe, new prop. This boat has been meticulously maintained & is in Bristol cond. Asking $8500. John, 516-725-4378.

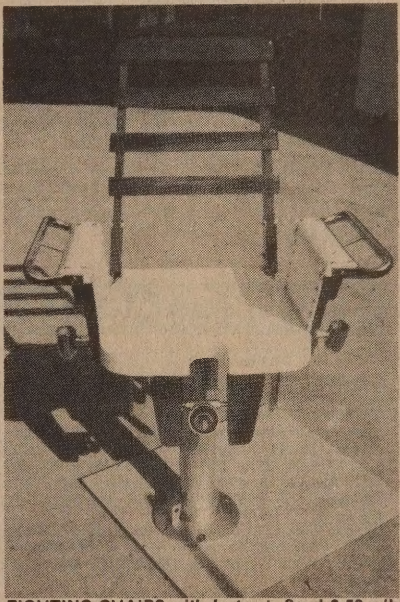
AQUASPORT 20' Walkaround, Johnson 235, trailer galv. All 1981, SS Prop. swim platform, VHF. All instruments. Mint. 718-843-7777 Days. Eves: 1-516-825-1204.

BOSTON WHALER 17' center console, 1980 80 hp, 4 hp kicker. Trailer, mooring cover, recorder. Much more. Mint. $5000. 914-698-8834.

CHRIS CRAFT 22' 1974 center console I/B 200 hp. Full canvas, Trim Tabs. A-1 cond. $8900. 516-223-7984.

30' EGG HARBOR S.F. Reblt 225s, 300 gal. fuel, Loran, CB, VHF, gin pole, riggers, enclosure. Good cond. $22,00. 516-422-4441.

BOATING EQUIP.



FIGHTING CHAIRS with footrest. Send $.50 p/h for brochure. CUSTOM MARINE WOOD PRODUCTS CO., P.O. Box 456, Kings Park, NY 11754.

MARINE BATTERY CHARGERS
Photovoltaic 12VDC generating/charging systems for marine electronics & appliances. for Free info & magnetic chart holder write or call: SUN ARRAYED, INC., Box 372, Roslyn Hts., NY 11577; 516-625-3041.

ELLIOT Inflatable 15-man Life Raft. Model 3A. USCG approved & inspected. Value: $8000. Asking: $3500. 718-448-2474.

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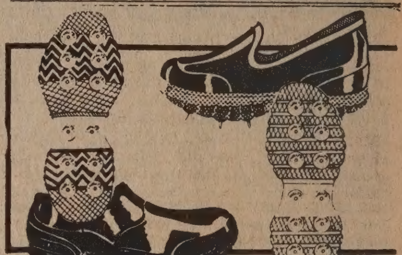

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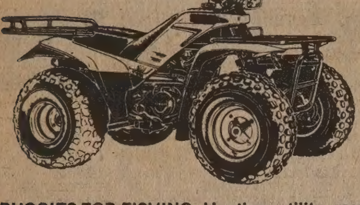

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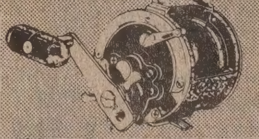

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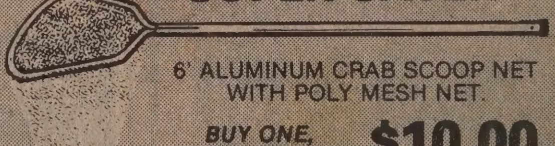

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